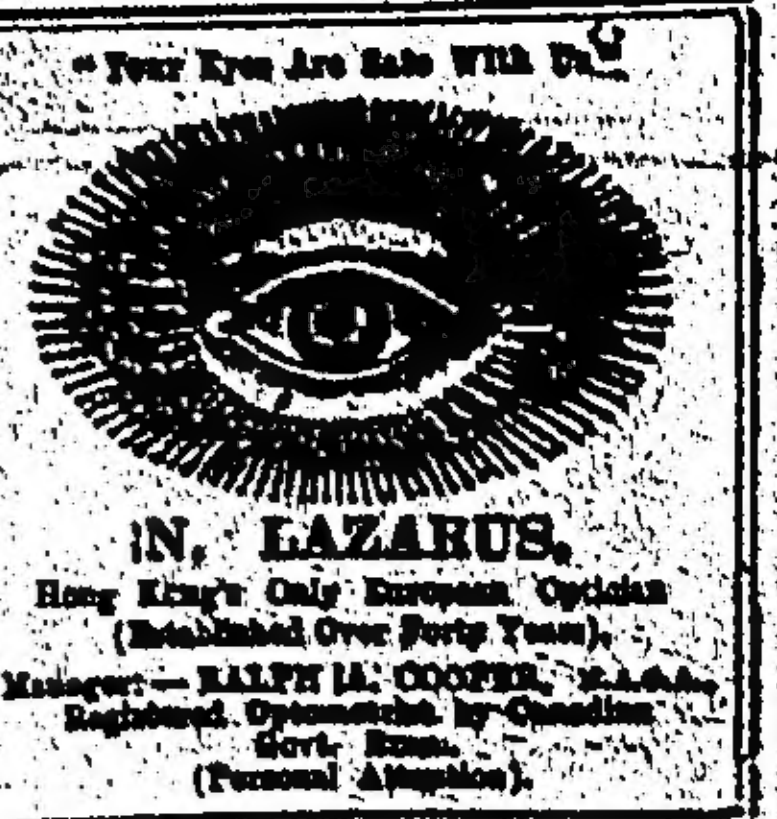


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon	8.00	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50
Yauwalei	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55
Shatin	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00
Tai Po Market	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05
Tai Po	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10
Wing Lok	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15
Shing Mun	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20
Sham Shui Po	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20	9.25
Canton	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20	9.25	9.30

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton	8.00	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50
Sham Shui Po	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55
Shing Mun	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00
Wing Lok	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05
Tai Po	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10
Tai Po Market	8.25	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15
Shatin	8.30	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20
Yauwalei	8.35	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20	9.25
Kowloon	8.40	8.45	8.50	8.55	9.00	9.05	9.10	9.15	9.20	9.25	9.30

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With the increasing popularity of the carillon, more bells than ever before are being sent to the United States and the Continent from England.

The United States is now a big customer for carillons, and when a Daily Mail correspondent called at the bell foundry of Messrs. John Taylor and Co., of Loughborough, Leicestershire, the other day he found the workmen busy despatching bells for the wonderful carillon to be erected at Mountain Lake, Florida. This carillon will consist of 61 bells, ranging from 14lb. to the E flat bell which weighs 104 tons. These bells, given by Edward William Bok, will be placed in a beautiful white marble tower to be erected in the Bird Sanctuary by the American Foundation Incorporated.

Bells can be sent from England to the United States with a duty of 40 per cent. paid, and supplied there at a lower price than bells produced by Americans in their own country. Although English bells are cheaper, they are infinitely better in quality than the American ones.

Coupled With Organ.
Another carillon in the foundry at present is almost similar to the Mountain Lake one and is for Springfield Trinity Methodist Episcopal Church, Massachusetts. A feature of this carillon is that it can be coupled with the organ keyboard by the operation of a stop, and thus played by the carillonner.

Another carillon in course of preparation is for a new cathedral at Indianapolis, and is to be given by the American Society of the Rite of the Ancient and Accepted Scottish Rite (a branch of Freemasonry). This will have 68 bells, and a carillon for Bathurst now being cast will have 35 bells.

Among carillons sent from the foundry during the year have been one for Germantown M.E. Church, Philadelphia, 61 bells; Albany City Hall, New York, 60 bells; Christ Church, Cranbrook, Michigan, 59 bells; and the Sydney (Australia) University War Memorial, 62 bells. An order has been received to construct a carillon for a new church, St. Mary's, St. Helena, Lancashire, comprising 47 bells.

A 104-ton bell has recently been cast for the new Nottingham Exchange, and has the deepest tone of any bell in England, even though Big Ben is 3 tons greater in weight. A 41-ton bell made for Brisbane, Australia, and an hour bell and quarter chimes for Pretoria Boys' High School, South Africa.

MONKS REBUILD AN ABBEY.

LAST STAGE OF 91 YEARS' WORK.

ABBOT'S LIFE DEDICATION.

ROCKFAR ABBEY, Hampshire.

The last stage of the rebuilding of the ancient abbey, which monks has begun, and in four years a supreme moment will come for the abbot, Don Anscar, for, he says, it is his life.

It is 92 years since the fully-looking man with the now greying hair became abbot by the tragedy of fate. His superior, the Abbot Natter, was shipwrecked and drowned off the coast of Spain while on a mission, Don Anscar, who was also in the ship, escaping.

To-day the abbot is only 63 years of age. He has seen the foundations which he helped to build give rise to the magnificent grey and yellow stone church of which now only the western front remains to be built. He has seen too the abbey prosper again, with some 60 monks, chiefly from France, Germany, and Britain, skilled in many forms of learning, agriculture, and bee-keeping.

The exact date of the abbey's foundation is unknown, but it was at least as long ago as the latter half of the eighth century. In the 16th century it was suppressed, and the buildings, after being stripped, fell gradually into complete decay. It had vanished out of all recognition when in 1829 it was bought by some French monks, who were persecuted in their own country.

For the first time since the Reformation Mass was said at Rockfar, on October 28th, 1829, and gradually various buildings were restored. The arduous work of rebuilding the church was begun on January 5th, 1897, when, as the abbot says: "There was but one brother who knew how to handle a hammer and saw, and he had, however, a firm belief in Providence and determination to carry on a great work."

A young brother was appointed to mix mortar for the solitary builder, and gradually a few more brothers were set to the same task, but at no time have the masons numbered more than six.

On August 3rd, 1922, the work was so far advanced that it could be inaugurated for public worship by Cardinal Bourne, and a year later the Bishop of Plymouth blessed the foundations of the west front, now being built.

The romance of this rebuilding and the fact that four of the original monks and their abbot still continue at the work draw about 7,000 visitors a week here. "Of our visitors I can see with pleasure, not unmixed with relief, that they are most orderly and tidy, and though the vast majority are not Catholics, they show the greatest good will and kindness towards our work," the abbot said.

DIARY OF EVENTS.

To-day.

(September 24th.)

Manned Bands Practice, Sham-shuipo Camp, 8.30 a.m.
Annual Meeting, Kowloon Football Club, 9 p.m.

Debate: St. Peter's Club, "That International Legislation should be instituted forthwith to prevent the marriage of Physically or Mentally unfit Persons," 8.30 p.m.

Billiards League: Royal Artillery, Stonecutters v. Water Police; K.O.S.B. v. Dockyard R.C.; R.E. and R.C. v. Land Police; C. and P.O. Club v. Garrison; Warders v. Queen's.

Sale of Crown Land: New Kowloon Island Lot (No. 1166), 3 p.m.
Violin Recital Cecilia Hansen City Hall, 9.15 p.m.

Queen's Theatre: "London after Midnight."
World Theatre: "Peter Pan."

Star Theatre: "Spoilers of the West."

Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mail: Inward: Europe via Negapatam, papers only, (Kutawang); Europe via Siberia (Empress of Canada). Outward: Europe via San Francisco (President Grant), 3 p.m.

Tuesday.

(September 25th.)

Hong Kong Football Association Council, Chairman's Hut, Scandal Point, 5.30 p.m.

Queen's Theatre: "London after Midnight."
World Theatre: "Peter Pan."

Star Theatre: "The Flag Lieutenant."

Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mail: Outward: Europe via Marseilles (Athos II), 3.30 p.m.; Europe via Siberia (Sphax).

Wednesday.

(September 26th.)

Queen's Theatre: "Loves of Carmen."
World Theatre: "The Gaucho," 2.30, 5.00, 7.15 and 9.30.

Star Theatre: "Too Many Crooks."
Tea Dance: H.K. Hotel, 4.30 p.m.

Thursday.

(September 27th.)

St. Andrew's Society, 7th Annual General Meeting, Club Hall, 5.45 p.m.

Billiards League: Water Police v. Royal Artillery, Stonecutters; Dockyard v. K.O.S.B.; Land Police v. R.E. and R.C.; Garrison Mess v. C. and P.O. Club; Queen's v. Warders.

Queen's Theatre: "Loves of Carmen."
World Theatre: "The Gaucho," 2.30, 5.00, 7.15 and 9.30.

Star Theatre: "The Brute."
Tea Dance: H.K. Hotel, 4.30 p.m.

Friday.

(September 28th.)

Kowloon Cricket Club Annual General Meeting, 5.30 p.m.

Queen's Theatre: "Loves of Carmen."
World Theatre: "The Gaucho," 2.30, 5.00, 7.15 and 9.30.

Star Theatre: "The Brute."
Tea Dance: H.K. Hotel, 4.30 p.m.

UNION JACK RAID IN DUBLIN.

DECORATION TORN FROM A BUILDING.

Nine men carried out a raid last month on Messrs. Seales, outfitters, in Westmoreland-street, Dublin, one of the principal business centres of the city.

They entered the shop, and while some of their number warned the assistants to make no resistance, others went to the offices on the top floor and tore down a new Union Jack placed there as part of the decorations for Tail-team Games week.

The raiders escaped, but later, when repeating their exploit on the offices of the Royal Insurance Company in Dame-street, they were pursued by the police. Some of the men drove away in a motor-car, but three were arrested, including a man who had taken possession of the Union Jack.

A raid was also made on the Prudential Assurance Company's offices in College Green, and a Union Jack was hauled down.

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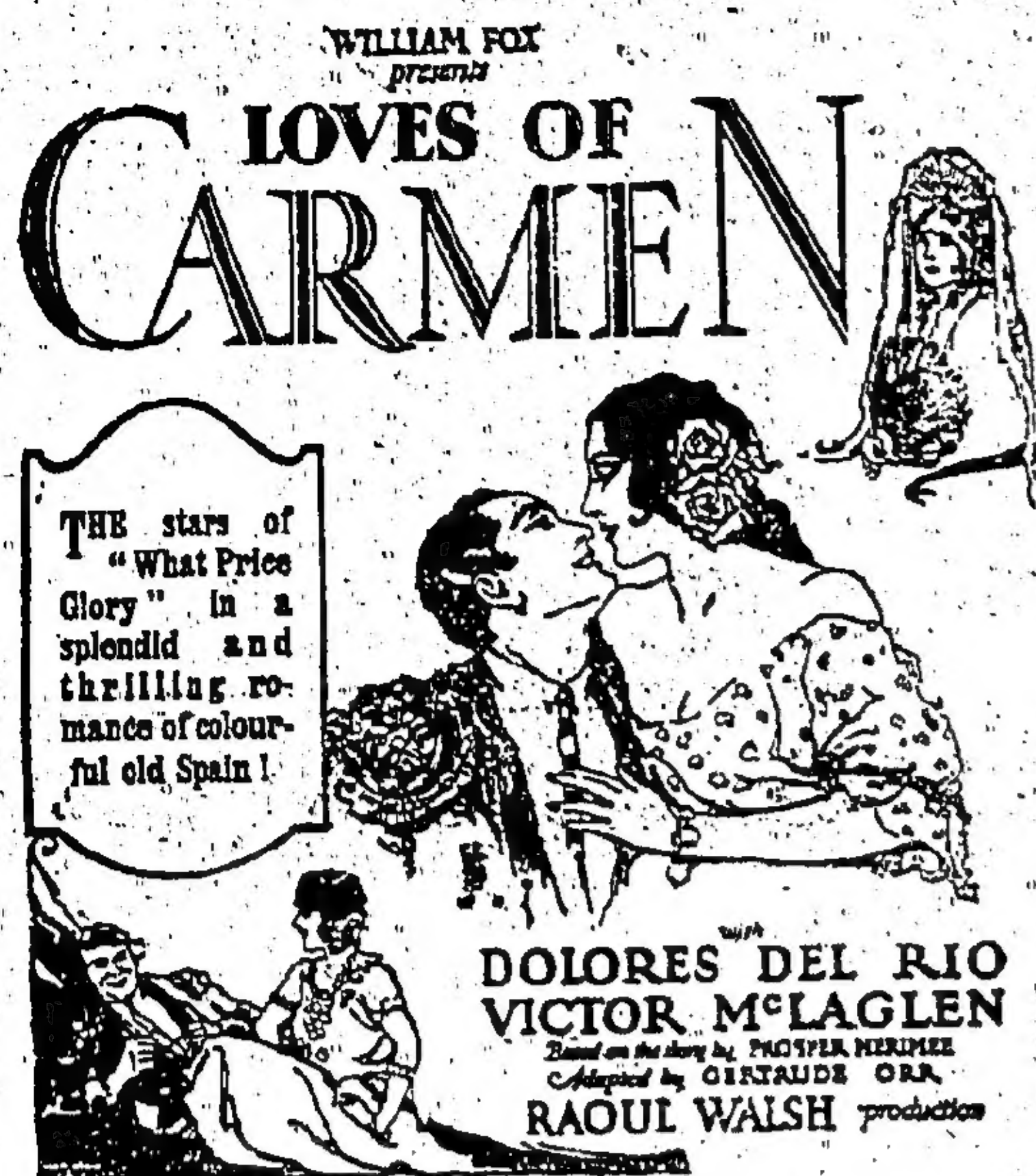
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[108]

QUEEN'S THEATRE

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"LONDON AFTER MIDNIGHT."

A "MYSTERIOUS MURDER" FILM AT THE QUEEN'S.

JOHANN STRAUSS.

PICTURES SHEWING THIS WEEK.

[BY OUR FILM CRITIC.]

"London After Midnight," which has nothing to do with London at all, or England, except that one of its characters bears an English title, is a murder mystery film which recalls "The Bat." It would spoil your enjoyment if I disclosed the story so I will only speak of the screening, acting and other technical aspects of the film.

"London After Midnight" has been made on the rather crude lines of "The Bat." There is no attempt at the suggestive horror of "The Cat and the Canary." It will be thoroughly enjoyed by children of steady nerves and adults who like the "B" of their thrills crossed. If you have got beyond "shockers" you will probably notice that the mechanics creak a bit here and there, but you will have to be very sophisticated indeed not to feel interest and a certain excitement. As in "The Bat" the mystery is well sustained but sufficient hints are given to entice you to try your own detective powers.

Lon Chaney plays the lead in quite a good cast which includes Conrad Nagel and Henry B. Walthall who manages to make his role considerably more important than Chaney's; the leading lady is pretty Marceline Day. Chaney plays well and is very impressive during the earlier part of the film but he spoils himself for such parts by his predilection for the grotesque and horrible. The part taken by Mr. Walthall of "Sir James" is a very interesting and he develops the character from the rather shadowy persons of the first scenes into a figure of intense interest and reality.

There is a lot of stunt sensationalism, vampires, flying girls, and a (really rather comic) horrible man none of which it is possible to take very seriously although they brought forth delighted "Ohs" of horror from the children. Mr. Conrad Nagel is, perhaps, the only actor who seemed to believe in them and small as his part is he contributes very largely to the success of the picture by this seeming credence.

Don't go to "London After Midnight" if you are very superior and sophisticated, but if you enjoyed "The Bat" and like thrills I recommend this picture to your notice.

Johann Strauss.

The programme includes some interesting world news and an amusing "Our Gang" picture in which there is one quite delightful new actor in the person of a very little boy. The fourth of the Famous Music Master Series "Johann Strauss" is also shown. It has been treated more simply than the last two we have seen here and shows various scenes of people dancing to his well-known tunes. The "Blue Danube" sequence is rather over pretty but quite appealing in its own way.

CINEMA NEWS.

THE WEEK'S PROGRAMME.

Douglas Fairbanks' "The Gaucho" will be screened at the World from Wednesday to Saturday. "The Gaucho" a tale of treasure, combat, intrigue and love, tells of the adventures of a South American bandit who crosses the Cordilleras with his riders to seize a city grown rich from the offerings of pilgrims to its sacred shrine. Lupe Velez is one of the leading ladies while Eva Southern takes the part of the saintly maid of the shrine. "The Gaucho" presents "Doug" in a role which gives him plenty of opportunity to perform the kind of stunts for which he is famous. The picture is showing at special times, 2.30, 5.00, 7.15 and 9.30.

"Loves Of Carmen."

Victor McLaglen, whose remarkable performance as Captain Flagg in "What Price Glory" won him instant fame, has turned tender in his latest picture, "Loves of Carmen," which will be screened at the Queen's Theatre from Wednesday to Saturday. Dolores Del Rio, "Charmaigne" in the same picture, is cast as the fiery tempered cigarette girl, "Carmen." Unlike the gorgeous, tinselled belle of the opera, the picture presents Carmen as she really was, and the director, Raoul Walsh, who also produced "What Price Glory," has made of the production an extremely candid affair, the passionate loves of the cigarette girl being vividly portrayed against a colourful background. Magnificent settings, representing old Seville were connected regardless of expense in order that fullest realism might be given to the telling of the famous love story.

Queen's.

To-day and to-morrow—"London After Midnight."
Wednesday to Saturday—"Loves of Carmen."
(Continued at foot of next column.)

HONG KONG IMPORTS.

BUSINESS VERY QUIET.

The fortnightly Price Current and Market Report issued by the Hong Kong General Chamber of Commerce on Saturday states:—

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

COTTON PRICE GOODS AND FANCY COTTON GOODS.—Business has been very quiet since the last report, only small parcels of miscellaneous Fancies being brought to book. A few sales of low quality Whites and cheap grade 100s. Greys are reported. Autumn Fancies just arrived; where fancy profits are being made small repeats are wanted for early shipment, but as prices are higher than paid last season, very little has been booked. Deliveries are good and should improve with the approach of the cooler weather. Manchester is firmer at the moment but the future is very uncertain owing to the big daily fluctuations in the price of the raw material.

In view of the recent sharp fluctuations in cotton prices dealers are adopting a waiting policy and very little new business is offering in cotton goods. A few orders for Grey and White Shirts, however, have been put through as well as one or two fancy lines.

WOOLLENS.—There is very little doing as regards new business but clearances of this season's cargo have been considerably better and there are indications of an expansion in the demand from up country. Wool prices at home remain fairly firm and it is rather early for buying to commence.

COTTON YARN.—There is no change to report in the situation of our market. Prices are on the easy side. Nominal quotations are as follows:—No. 10s. \$168-183; No. 12s. \$180-190; No. 16s. \$190-195; No. 20s. \$193-200. Arrivals: 7/1. Shipments: 7/1. Sales: 7/1. Unsold Stocks: 1,400 bales. Bargains: 7,900 bales.

RAW COTTON.—Nothing doing. "MAYAS"—There has been a fair amount of enquiry, but the actual booking has not been much, the firmers of the markets in the producing centres militating against successful operation.

FLOUR REPORT.—Stock: About 330,000.

SUNDRIES.—Market quiet. SUGAR (China, India and Straits Produce).—Reported Sales: Java Rough White, 33,696 piculs; Spot; Java Rough White, 18,170 piculs; to arrive during Oct., Nov., Dec., 1928, Jan., Feb., Mar. Java Fine White, 2,126 piculs; Spot; Java Rough Brown, 15,953 piculs; Spot; Java Molasses, 25,238 piculs; Spot; Java Crystal No. 4, 23,900 piculs; Java Crystal No. 15, 19,700 piculs; Java Soft White, 4,000 piculs; Java Brown, 22,900 piculs; Hilo, No. 1, 300 piculs.

SALT.—Market dull.

LESSON SERMON.

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG.

"Reality" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, September 23rd.

The Golden Text was from Psalms 118:89, 90. "For ever, O Lord, thy word is settled in heaven. Thy faithfulness is unto all generations: thou hast established the earth, and it abideth."

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Let not your heart be troubled: ye believe in God, believe also in me. In my Father's house are many mansions: if it were not so, I would have told you. I go to prepare a place for you. And if I go and prepare a place for you, I will come again, and receive you unto myself; that where I am, there ye may be also. And whither I go ye know, and the way ye know. Thomas saith unto him, Lord, we know not whether thou goest; and how can we know the way? Jesus saith unto him, I am the way, the truth, and the life: no man cometh unto the Father, but by me." (John 14:1-6).

The Lesson-Sermon also included the following passages from the Christian Science textbook, "Science and Health with Key to the Scriptures,"—by Mary Baker Eddy: "There is but one way to heaven, harmony, and Christ in divine Science shows us this way. It is to know no other reality to have no other consciousness of life—than good, God and His reflection, and to rise superior to the so-called pain and pleasure of the senses." (P. 243).

World.

To-day and to-morrow—"Peter Pan."
Wednesday to Saturday—"The Gaucho." (Special times, 2.30, 5.00, 7.15 and 9.30).

Star.

To-day—"Spoilers of the West."
To-morrow—"The Flag Lieutenant."
Wednesday—"Too Many Crooks."
Thursday to Saturday—"The Bruin."

AMERICAN GOLD IN CANADA.

PEACEFUL PENETRATION.

"Let American money be shaken under your noses any you will see what Australian will refuse it!" This remark was addressed to members of the N.S.W. Constitutional Association at luncheon by Professor W. F. Osborne, of the University of Manitoba, who spoke on the Canadian attitude towards American penetration.

"Where do we want to obtain our money?" continued Professor Osborne. Answering his own question, he said: "In London, of course. But the London market has been closed to us, with the result that since the war we have had to go increasingly to New York. The extent of American capital invested in Canada is rapidly approaching that of Britain herself. It is, indeed, increasing even more rapidly. If our people are to maintain their national and economic supremacy as a British people, larger proportions of British capital should be invested under the British flag instead of in the Argentine, Brazil, Mexico, and in other foreign countries."

American films dominated Canada, he continued. Films were screened every day embodying ideals that were "unnational, unimperial, and un-British." What was the position in Australia. Precisely the same. Yet he had no intention of being pessimistic. In spite of the throbbing, palpitating American life across the border there was a resolute Canadian will to remain separate from the United States of America. Secondly, there was an equally strong disposition to remain British.

Enumerating the reasons why he believed Canada would resist American penetration, he first alluded to the climate, which, he said, bred a race of virile, capable men; there were also large populations of Teutons and Scandinavians and Scots in Canada; the French-Canadian section, too, was ever resolute against American supremacy. He had no intention of speaking in a spirit of hostility to the United States, but merely as an interpreter with Britain on one hand, Australia on the other, and Canada, demanding her own individuality as a nation, between the two. A clash between the United States and Great Britain, he declared, would be a calamity. Rather than that he would prefer to see compulsory inclusive arbitration between Canada and the United States, which would assure co-operation and concord between the two countries.

Although American farmers were entering Canada, especially in Alberta, he said, this was no offset to the exodus from the Dominion towards the United States. Particularly was this evident from the maritime provinces. "Can you imagine the loss to the imagination and initiative of our young nation by thousands of these young men crossing the almost invisible border to the States?" he asked. The establishment of a great national post-graduate university for Canada's own sons, in which French and English would be spoken, was strongly advised by the visitor to combat this phase of American penetration.

Despite the tremendous advantages of America, the potentialities of the future rested with Canada. The destiny of the continent was in her hands. In spite of losses by depopulation it was Canada's firm intention to grow bigger and not smaller, as so often was the result of the existence of a wealthy neighbour across the frontier.

THEATRE ROYAL

Monday, September 24th
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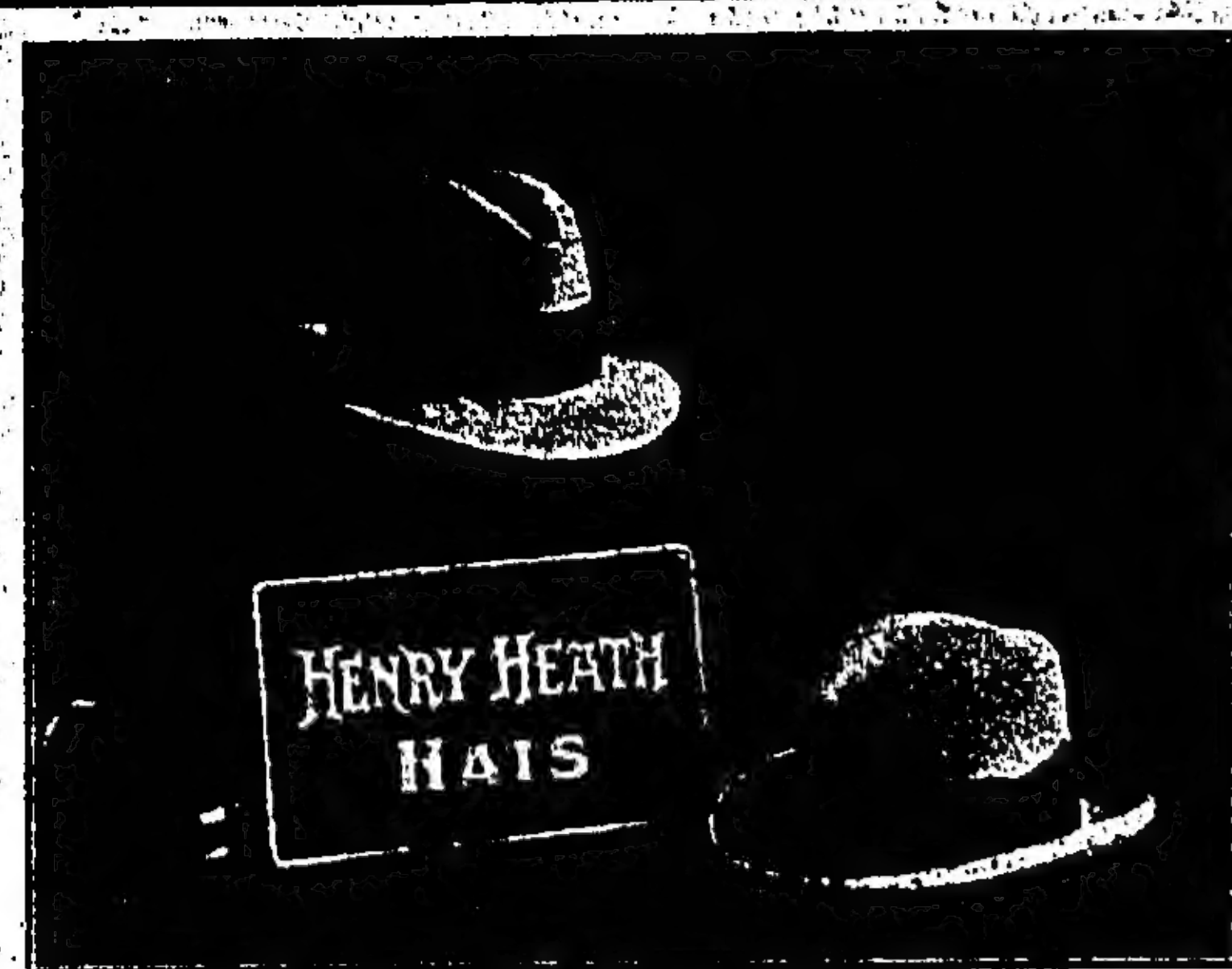
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DEATH OF DR. ALICE HICKLING.

FUNERAL ON SATURDAY.

MANY MOURNERS IN THE CEMETERY.

The death of Dr. Alice Hickling in the Peak Hospital early on Saturday morning came as a great shock to a very large circle of friends and is a serious loss to the Colony.

Dr. Hickling had been ill for some time past and although it was not expected that she would regain complete health and strength, she had been out and about during recent weeks. The end came suddenly after two or three days in hospital. Dr. Hickling only returned from home leave last year.

Married in Hong Kong.

Much sympathy is felt for Mr. C. O. Hickling (her husband) of Messrs. Butterfield & Swire. They were married in Hong Kong some 14 years ago. Mr. Hickling being the son of a former pastor of the Union Church, Kennedy Road.

The late Dr. Hickling came to the Colony as a Medical Missionary before her marriage and as Dr. Sibree was on the staff of the Alice Memorial and Affiliated Hospitals, she also held a Government appointment in connection with the Tung Wah, Kwong Wah and Tuen Yee Hospitals and Chinese public dispensaries.

A Career of Service.

Dr. Alice Hickling continued in private practice after her marriage and later, on May 1st, 1919, she was appointed by the Government, Superintendent of Midwives. On October 9th, 1923, she was appointed Assistant Medical Officer in Charge of Native Hospitals and she continued her duties there until very recently in spite of ill health.

During the War she acted as Secretary to the Sanitary Board and then as Medical Officer of Health. For her public services, the honour of Member of the Most Excellent Order of the British Empire was conferred on her in 1919.

"The Noblest of All Callings."

The words used by H.E. the Officer Administering the Government in his address to the St. John Ambulance Brigade last Friday might well be taken as Dr. Hickling's epitaph "That noblest of all callings," he said, "the alleviation of Human Suffering." They must have been recalled by the Women's Nursing Division as they stood by her graveside little more than 24 hours later. For Dr. Hickling never spared herself in her desire to help others. She was for some years a member of the Midwives Board and when on September 12th her letter of resignation from the Board of Education (of which she was an original member) was read many spontaneous and heartfelt tributes to her usefulness were paid by those present. She was Lady Divisional Superintendent of both the Victoria and Y.W.C.A. nursing divisions of the St. John Ambulance Brigade and an Honorary Serving Sister of the Order of the Hospital of St. John of Jerusalem, and had always a deep interest in the welfare of the Union Church, Kennedy Road, and the New Territories Evangelical Society.

Dr. Alice Deborah Hickling (née Sibree), M.B.E., Hon. Serving Sister of the Hospital of St. John of Jerusalem, L.R.C.P., L.R.C.S. (Edinburgh), L.E.P. and S., was born on November 18th, 1878, and was, therefore, little short of 50 years of age at the time of her death.

The Funeral.

Assembled at the Monument on Saturday evening were nurses from the Government Civil Hospital, Tuen Yee, Kwong Wah and Tung Wah Hospitals, members of the Y.W.C.A., former nurses of the Netherlands Hospital and women transport section of the St. John Ambulance Brigade, as well as the Division of the St. John Ambulance Brigade, including the Railway, Indian, Shaukiwan, Mongkok, King's College, St. Joseph, Kowloon and Transport Divisions.

The Mourners.

The chief mourners were Mr. C. O. Hickling, Mr. J. W. C. Bonner, brother-in-law, Mr. J. L. Bonner, nephew, the Rev. J. Kirk Macdonald officiated.

Amongst those present were:—Capt. Whyte (A.D.C. to H.E. the Officer Administering the Government), the Colonial Secretary (the Hon. Mr. E. B. Hallifax, C.B.E., C.M.G.), the Hon. Mr. A. E. Wood, the Hon. Mr. R. A. G. North, the Hon. Mr. J. Owen Hughes, Dr. H. Balean, Dr. W. V. M. Koo, Dr. J. Morrison, Dr. W. B. A. Moore, Dr. E. W. Kirk.

Dr. S. W. Tao, Professor L. Forster, the Rev. F. W. P. Alexander, Lieut.-Col. T. A. Robertson, Messrs. B. Wylie, J. D. Danby, J. M. McHutchon, W. G. Goggin, J. Thayer, C. O. Stark, W. J. Currie, S. B. B. McElderry, J. H. Hunt, P. D. Wilson, M. F. Key, H. J. Lamb, J. Wattie, N. M. Currie, C. Wilson, A. Calvert, C. R. M. Young, G. W. Sellars, G. Mellis, C. P. James, H. Owen Hughes, Ho Kwong, Lo In Nin, and Tang Shiu Kin.

Wreaths.

Wreaths were sent by members of the family and H.E. Mr. W. T. and Mrs. Southorn, Mr. and Mrs. H. B. L. Dowbiggin, Messrs. F. D. Tracy, R. H. Kotewall, Sir Eric and Lady Stuart Taylor, Mr. and Mrs. R. M. Dyer, Messrs. S. B. B. Eldridge, Currie, L. Thomson, H. U. Ireland, A. J. May, F. H. James, R. M. Chaloner, H. G. Babbidge, R. Hancock, A. E. Harrill, J. M. McHutchon, R. H. Henderson, E. Newhouse, G. W. Sellars, J. D. Danby, M. K. Lo, T. S. Morrison, B. Wylie, W. A. Butterfield, H. Griffin, R. H. Chapman, E. Leong, R. A. O. North, G. W. C. Burnett, C. R. Wilson, E. Mitchell, C. James, W. B. Marshall, A. M. Bowes-Smith, A. H. Gillingham, G. Goggin, L. E. Lammert, H. Bell, P. S. Cassidy, J. S. Bell, A. Dransfield, P. Todd, C. Cooke, A. R. Sutherland, G. P. de Martin, G. B. Dunnett, J. Wattie, C. C. Stark, K. E. Greig, Owen Hughes and family, A. R. H. Phillips, J. L. Adams, N. L. E. Raiton, G. Alabaster, T. E. Pearce, C. Black, P. R. K. Moore, Dr. and Mrs. W. B. A. Moore, Dr. J. C. Smalley, Dr. H. Balean, Dr. F. Clark, Dr. G. M. Harton, Dr. J. E. Dovey, Dr. E. W. Kirk, Col. and Mrs. T. A. Robertson, Rev. and Mrs. J. K. Macdonachie, Miss L. K. Rayner, Cressie and Michael Hunt, Mrs. G. V. Stubbings and Miss Stubbings, Nurses Cheung, Chau, Kong, Lam Yut Ngan, Lam Yut Yung, Lam King Fong, Mrs. and Misses Blair, Miss Pakenham Walsh, Mrs. F. Maitland, Mrs. V. M. Bond, Messrs. W. G. Lamb, C. H. Blason, A. E. Wood, G. P. Lammert, H. O. Keaker, N. S. Brown, Dr. J. Morrison, Sir Shou-sun Chow, Dr. E. L. de Souza, J. H. Little, A. Parkes, K. C. Young, V. B. Harrison, the Hon. Mr. E. R. Hallifax, Dr. J. E. Kotewall, Dr. Wong Kwok Kuen, Messrs. Y. Y. Lee, Wo Hay Tong, Mok Kon Sang, Mok Woo Lo, Chan Kim Cho, Tam Yuen Chuen, Ho Kom Tong, Lo Cheung Kue, Ho Kwong, Lam Fuk Fong, Li Yau Tsan, Tang Shiu Kin and Fu Yuk Cheung.

From Institutions.

Wreaths were also sent by the St. John Ambulance Brigade, members of the Taiyoku Junior Men, the Medical and Nursing Staff of the Kwong Wah Hospital, Directors of the Kwong Wah Hospital, the Brankens Towers Mess, Tsan Yik Hospital, the Director of Medical and Sanitary Services and Officers of the Medical Department, The Head and Officers of the Sanitary Department, the Committee of the Tung Wah Hospital, the President and members of the Sanitary Board, the Master and Sisters of the Peak Hospital, Railway Division of the Kowloon Division of the St. John Ambulance Brigade, Assistant Medical Officer of Schools, the Committee of the Union Church, Chinese Y.M.C.A. Division of the St. John Ambulance Brigade, the Members of the Board of Education, the Staff of the Alice Memorial and Affiliated Hospitals, Members of the Soldiers' Christian Association, members of the London Mission, the Central Public Dispensary, and the Officers and Members of the St. Joseph Division of the St. John Ambulance Brigade.

TRIBUTE BY REV. J. K. MACONACHIE.

Preaching at the Union Church, Kennedy Road, the Rev. J. Kirk Macdonachie said yesterday morning in the course of an eloquent tribute to the late Dr. Hickling.

The passing of our dear friend and fellow-member, Mrs. A. D. Hickling, is in all our minds this morning, and it is but fitting that a few words of grateful appreciation and loving remembrance should be spoken in this Church from whose worship and ordinances, even almost to the last, she was seldom absent, and whose welfare she had deeply at heart.

Our Colony had no citizen more useful or more willing to spend time and be spent in the activities for which her training and experience, and especially her knowledge of the Chinese language and population, peculiarly qualified her.

But we who knew her here can go deeper than all that. We can make mention, and to-day we ought to do so, of the Christian faith which inspired all her good works and added the grace of loving-kindness to her firm and energetic character.

That faith was not obtruded, neither was it concealed. It was just there, a solid and well-proved reality, central to her whole life, as those who best knew her were well aware. The daughter of a distinguished missionary, Dr. Sibree, of Madagascara, she came here to serve in the London Mission Hospital, and when I arrived in Hong Kong, she was already a member of our number.

DEFENDANT DISCHARGED: WITNESS FINED.

YOUNG COUPLE'S STAY AT A BOARDING HOUSE.

FAILURE TO ENTER GIRL'S NAME IN REGISTER.

The licensee of the Hong Kong Boarding House was summoned before Major C. Willson at the Central Magistracy for failing to enter on his register the name of a Chinese lodger who stayed from September 17th to 19th.

The summons followed the visit of Sergeant H. McKay who went to the Boarding House to check the register. He found a girl in a room on the second floor whose name had not been entered in the Hotel register. The Hotel manager was sent for and later a summons issued by the Secretary of Chinese Affairs.

The girl in question giving evidence said that she was 17 years of age. She arrived from Canton on the 17th instant and went to the Hong Kong Boarding House where she met her fiancé and stayed in his room. She continued to stay with him the next day and on the 19th her fiancé and another man were in the room when the police officer arrived. Witness stated that on the 17th she rang for the room boy and asked if her name had to be registered, but was told that it was not necessary.

Under cross-examination by Mr. Hugh Jones, who appeared on behalf of the licensee of the hotel, witness admitted that her fiancé had given a wrong name for the hotel register.

Suen Yu Yut, the fiancé said that he was a student at the Alexandra School, Kowloon. He had known the girl for a year but was not formally married to her, although they had been living together. Witness contradicted himself several times while giving evidence and was severely reprimanded by his Worship. Witness said that the girl had written to him and he had met her on the river-boat; then he said they met at the Boarding House. "Eventually the Magistrate ordered the witness to pay a fine of \$500 or in default to serve four weeks' with hard labour for telling a deliberate lie."

The Magistrate decided that there was nothing against the licensee who was accordingly discharged.

E.A.S.M.A. FAREWELL SUPPER.

PRESIDENT'S STIRRING SPEECH.

MAKE TENTH ARMISTICE ANNIVERSARY A SUCCESS.

One of the most successful and enjoyable functions ever held in the premises of the Ex-Active Service Men's Association took place on Saturday night when the members assembled for a supper in honour of their President, Lt. Col. F. Hayley Bell, D.S.O., who is shortly leaving the Colony, and at which recognition was made of the valuable services he has rendered to the Association. A very happy time was spent and after supper a concert followed which did not end until a late hour.

Pipe Major Mackie (K.O.S.B.), Committee member, piped the President into the premises shortly before 8.30 and over thirty sat around the table. Service, and catering were in the hands of the Hong Kong Hotel. An excellent meal being provided.

Among those present besides the President were:—Mr. H. J. Pearce (Vice-President), Mr. E. S. Carter (Chairman), Mr. R. J. Hunt (Hon. Secretary), Mr. H. A. Rodgers, Capt. Laurensen, D.S.O., Lieut. Tobin, and Lt. Col. Boyd (Queen's Regt.).

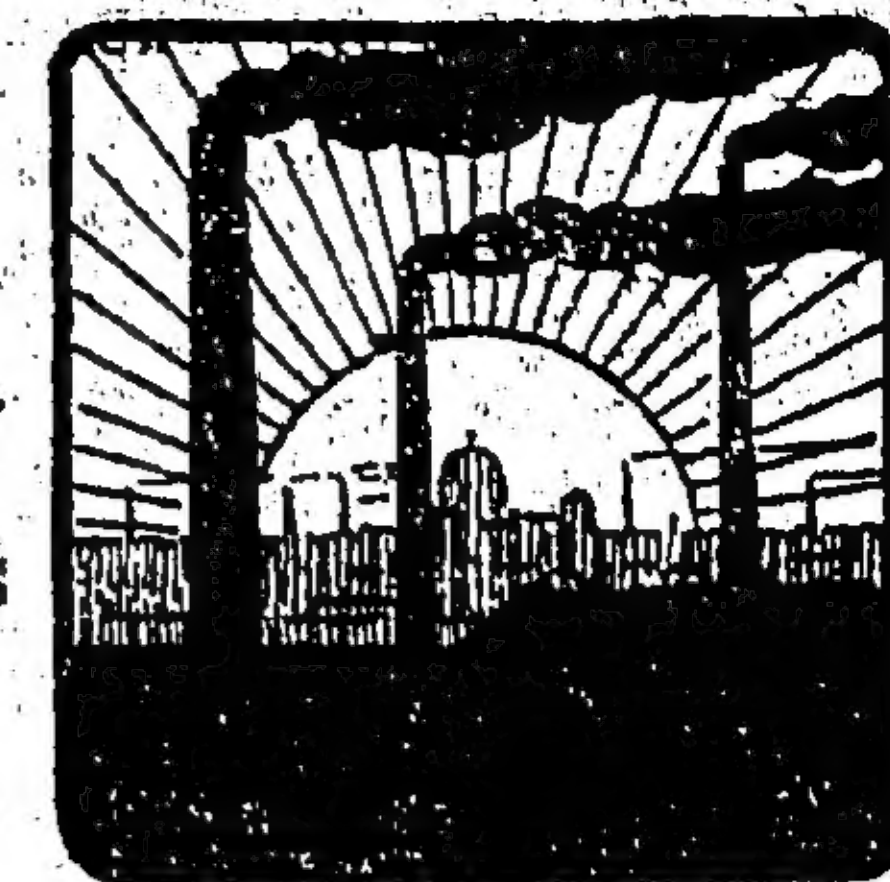
Capt. Laurensen (former President) proposed the toast of "The King" which was duly honoured.

On behalf of the members, Mr. Pearce paid a tribute to the President in the course of which he said that Lt. Col. Hayley Bell had been a member since the inception of the Club and had always watched its interests. Lt. Col. Hayley Bell had been a member not only with the local Association, but also of a similar Association in Shanghai. Their President had done a great deal for ex-active service men and had done everything in his power to help them to "keep the flag flying."

Mr. Pearce named the President that if he returned E.A.S.M.A. would accord him a hearty welcome. (Continued on next column.)

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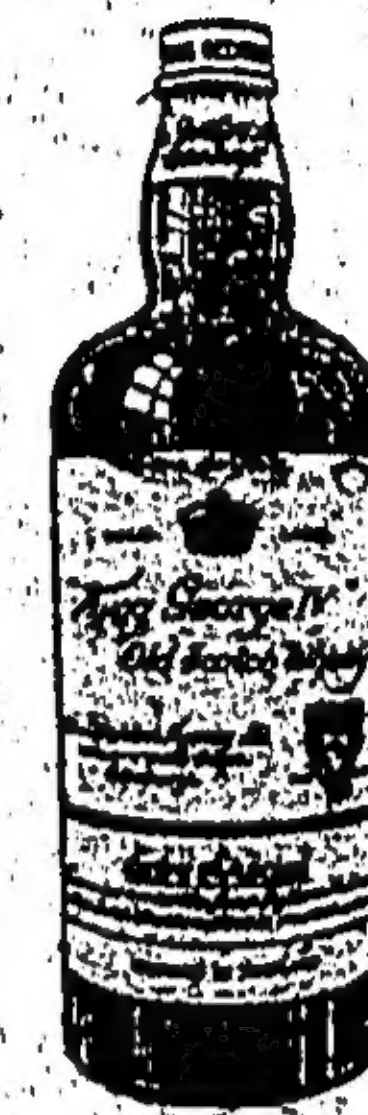
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A.P.C. BOAT FIRED UPON.

ANOTHER YANGTZE INCIDENT.

According to a Naval Wireless received here on Saturday, another British vessel was fired upon from the banks of the Middle Yangtze. The message states that the vessel which ran the gauntlet was the S.S. *Chinkwang* belonging to the Asiatic Petroleum Co. She was fired upon by bandits when about fifteen miles above Wushan. The *Chinkwang* was hit, but no reference was made in the message as to any damage sustained. Armed guards on the *Chinkwang* returned the fire.

President's Reply.

In a reply, full of interest, Lt. Col. Hayley Bell made a stirring appeal to the Association to make the next anniversary of Armistice Day—which will be the tenth—greater success than it has ever been before. It was not only up to the Committee to bring all members of the Association together that day, but also as many of the public as possible. They could consider it a success, if they could get two hundred at the Cathedral, three hundred at the Chatsoph and five hundred at the Armistice Day Dinner. "Already several of the most prominent personages of the Colony had signified their intention of being present."

War Medals.

In London, he emphasised, many were beginning to forget the ideals they had fought for and were indifferent about wearing their war medals, "but," said the President with much feeling, everyone should be proud of them and "put 'em up because this is Our Day."

Concluding, he hoped to read an account of their Armistice Day Dinner which would show it to have been a huge success—greater so than ever. Then, thanking everyone present for the pleasure of the evening he wished them all "good-bye and good luck."

Comment.

A capital concert was given and among others who contributed items were Sgt. Watts (K.O.S.B.), Sgt. Potts (K.O.S.B.), Pipe Major Mackie (K.O.S.B.), Mr. A. Tark-buck, and Mr. P. Condon.

BULLY CANTON'S MERCHANTS.**BOYCOTT COMMITTEE'S FREE HAND.****CHAMBER OF COMMERCE SUPPORT.****GOVERNMENT'S NEGATIVE ATTITUDE.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 23rd.

The pickets of the anti-Japanese Boycott Committee are still as active as ever. The Harbour, the Bund, the three Railway Stations, and all the principal thoroughfares of the city are vigilantly guarded day and night by the pickets. The merchants have been brought to their knees and seizures of goods of Japanese origin are of daily occurrence. During the last few days the following Japanese goods were confiscated: 19 big boxes of zinc sheets weighing about 1,200 catties; 13 rolls of cloth; 4 boxes of iron wire weighing about 100 catties; one big box of shrimps; two sacks of shrimps; and large quantities of medicated cotton, piece goods, nails, chemicals and marine products.

The Committee is determined to keep up the boycott and is knocking down all opposition. It has just installed 50 boxes, like pillar boxes, along the principal thoroughfares of Canton for any one to drop chits in telling the Committee secretly who is breaking the boycott rules.

Everything is "confidential" and the informer receives a reward of 20 per cent. of the money realized from the sale of the smuggled Japanese goods thus confiscated.

THE SLOGANS.

The Committee has further written up a new set of slogans warning the merchants who are refusing to co-operate with the Committee or are in any way breaking the rules of the boycott. These slogans are posted up in all conspicuous places and are also printed in the vernacular press every day. A free translation of the slogans follows:-

- 1.-Increase the anti-Japanese Boycott Movement.
- 2.-Those who oppose the inspection of undesirable goods are traitors.
- 3.-Those who are smuggling in boycotted goods are the running hounds of the Imperialists.
- 4.-To wish to break the anti-Japanese boycott is to be the enemy of the Chinese people.

The store rooms in the Headquarters of the Committee are now pretty well filled with confiscated goods and the Committee declares that it will auction off such goods to the public. The money thus realized will—according to the directors of the boycott—be "turned over to the funds of the Promotion of Native Industries."

BOYCOTT MOVEMENT SPREADING.

That the boycott is spreading to other parts of Kwangtung is evident from the fact that there are now seventeen branch offices in the various cities of the province. These branch offices were established and directed by the Committee in Canton and the pickets are reported to be just as active; if not more so, than their colleagues in Canton.

The Committee has established branch offices in the following places:—Swatow, Kungmoo, Sun Tak, Waichow, Yung Kong, Po Ai, Chan Tsong, Hok Shan, Kwan Tung, Ying Tak, Mai Yuen, Fook Kong, Sam Shui, Lung Koon, Chung Shan, Law Ting, Mow Ming, and the Island of Hsianan.

Dealers in Japanese goods in Canton have all been sent circular notifications by the pickets ordering them to come to the Headquarters of the Committee and pay a 30 per cent. *ad valorem* levy in accordance with the regulations of the Committee. This had to be done within three days of receiving the notification. Failure to do this, "or registering less than the actual quantity of Japanese goods will result in the seizure and confiscation of the goods concerned. Every merchant must have his goods of Japanese origin registered before Tuesday, September 25th. So far only a very small per cent. of the merchants have registered their Japanese goods with the Committee. The great majority of them still remain indifferent to the threats of the Committee.

MERCHANTS STILL PROTESTING.

Our correspondent has been told that the merchants have no objection to the registration of their goods of Japanese origin if they were assured that they would not have to pay the 30 per cent. This is what they are opposing. They declare they will not pay, and the whole question turns on this. The representatives of seven Hongs, including dealers in piece goods, marine products, electrical wares, (Continued on next column.)

LI TSAI HSIN RETURNING TO CANTON.**AT END OF THIS MONTH.****OTHER DISTINGUISHED TRAVELLERS.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Sept. 23rd.

Marshal Li Tsai Hsin is reported to be returning to Canton at the end of this month, as he is nearly through with his mission to the capital. Coming with the Marshal will probably be General Chen Ming Shu, Messrs. Tai Chi Tao, Liang So Ming, and other Canton notables.

Mr. Koo Ying Fan, who tried to raise ten million dollars for the merchants a year ago for the re-issuance of the Central Bank of China notes when he was Commissioner of Finance, is expected to arrive in Hong Kong to-morrow on board the French liner *Spahis* from Saigon. Those coming with him will be Mr. Tang Chin Yuen, former Superintendent of the Canton Customs, Mr. Li Sing Kan, former secretary of the Ministry of Finance, and a few others. The party has been travelling abroad with Mr. C. C. Wu, Mr. Sun Fo, and others for nearly a year. Mr. Sun Fo arrived in Shanghai two days ago. Upon learning of the return of Mr. Koo, many of the Canton official personages went to Hong Kong this morning, to bid him welcome. Among those making the trip were Messrs. Fung Cho Man, Li Lu Chao, Li Mao Fan, Hsu Chung Ching, and Admiral Chen Chak.

It is not known whether or not Mr. Koo will proceed to Canton or go direct to Nanking where he is urgently needed by the Nationalist Government. Marshal Li Tsai Hsin is reported to have telegraphed to Canton urging Mr. Koo to proceed at once to the capital. But according to the latter's closest friends, Mr. Koo will most likely come to Canton first for a short rest, and then he will proceed to Nanking.

FRACAS IN CANTON STREET.**POLICE SET ON BY MOB.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Sept. 23rd.

Two Canton policemen had their guns taken away from them yesterday afternoon by a mob in the Sze Hoi Tea Shop, Man Fook Road East. Trouble arose when a group of *fokis* of this shop were told by a Police officer to move their wares from the sidewalk and take them inside the shop as they were causing inconvenience to the passers-by. These *fokis* were serving tea to their customers right on the sidewalk, and the path was obstructed by chairs, tables and the coolie customers. The *fokis* refused to obey the order and a quarrel followed in which sharp words were passed between the officer and the *fokis*. Meanwhile the man on patrol at the street corner heard the dispute and at once came to the rescue. They were both surrounded by the *fokis* and their supporters who had grown to a defiant mob by this time. The officers tried to use force, but before they could do anything the mob had rushed them. They were badly beaten and their guns and ammunition were taken away from them. After this the two officers staggered back to the Police Station to get help. The Police Sergeant there at once sent a company of well armed Police to the scene. But at the approach of these officers the mob opened fire with the two guns stolen from the policemen. The Police squad returned to fire, and about twenty shots were exchanged. In the meantime the mob was surrounded from all directions. They threw away the two stolen guns and tried to disperse realizing the futility of resisting any longer. Most made good their escape but four were caught and brought to the Police Station. There were no serious casualties, although several persons were hurt many windows were broken, tea cups smashed and tables overturned. The two stolen guns and some of the cartridges were abandoned when the gang retreated and were picked up by the pursuing Police squad.

and coal, held a meeting yesterday, after which they went en masse to the Canton Chamber of Commerce to invoke its aid in their fight against the 30 per cent. levy. They were received most sympathetically by Messrs. Chow Ting Pong and Wu Chung Tong, President and Vice President of the Chamber respectively, and the Chamber promised to take up their cause. After some discussion the following resolutions were unanimously passed:-

1. That no tax whatever should be levied on the merchants if their goods of Japanese origin arrived in their stores prior to May 30th of this year.
2. That Japanese goods imported into Canton between June 1st and 23rd inclusive should pay a tax according to the method adopted by the Hankow Anti-Japanese Boycott Committee in Hankow, which is as follows:—Luxuries, 10 per cent.; marine products, 5 per cent.; all the rest, between 2 to 3 per cent. (Continued at foot of next column.)

C. SSU TU.**THE GAUGUIN OF CHINESE ART?****INTERESTING EXHIBITION ON SUNDAY.**

[By E.M.B.]

C. Ssu Tu is a name which may have to be reckoned with in the world of art. This young Cantonese was born in 1902 in the Hoi Ping District of Kwangtung, and he has as yet had no real art training; even the pictures which have proved his inspiration being known only from photographs and description.

His father is a portrait painter in the Chinese style and it is clear that Ssu Tu has profited by what he has seen of his father's work. There is an undercurrent of the Chinese calligraphical technique in a large proportion of the son's paintings and he starts, moreover, with the inheritance of that sense of true composition which is so characteristic of Chinese and Japanese art. But there the Chinese influence ends and Ssu Tu's expression is typically that of the West. This technique especially in his oils has been compared by critics in Shanghai, where he held a similar exhibition to that on view at the offices of the Ban Lui Magazine yesterday, to Maudouin but, in my opinion, it is far nearer that of Gauguin, the strangest figure of the 19th century French Impressionists. There is the same love of strong sunlight on bright colours, the same disregard of chiaroscuro and like Gauguin he has found inspiration in the tropics.

Maudouin, it is true, was one of the first painters to build up his colours and use mass of pigment as a factor in expression but Maudouin's palette was essentially sombre and he was above all distinguished for his striking use of black a colour quite foreign to the art of Gauguin or to that of this young Cantonese artist. It is a very great pity that Mr. Ssu Tu only gave Hong Kong one day in which to see his work, for he has put all his cards on the table and the exhibition shows his development and his struggles in a number of different media. There are oils and water colours, portraits and landscapes, finished and unfinished sketches in pencil, charcoal and with the Chinese brush. On these four small walls are the works of an artist in the making. There are pictures which show an extraordinary fire of genius, and others, more dangerous to his future, which show that he has a gift of imitation.

As a painter his chief claim to distinction is at present his intense interest in light. He loves to paint *face au jour* and his work reflects the dazzle of the sun. That his pre-occupation with the effect of strong sunlight on colour has led him to forget the value of mass and shadow is but natural in so enthusiastic and untrained an artist, but it does nothing to detract from the vivid character of his inspiration. Mr. Ssu Tu is going next month to Paris to study painting and one cannot but feel that there his fate hangs in the balance. Far away from the brilliant sunlight has been done, and his own native Kwangtung he may lose this delight in light and colour. As he treads the difficult path of the draughtsman he may lose, as so many have before him, his talent as a colourist, and his imitative skill encouraged in the extraordinary atmosphere of the *vie gauche* may prove his undoing. But if the flame of his genius is as bright and true as I believe it to be, Paris will give him much and this strange foreign name may well become a household word in the world of art lovers.

THE BAN ON KUOMINTANG PROPAGANDA.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Sept. 23rd.

The Canton Political Council has decided to open negotiations with Hong Kong and the Straits Settlements with the idea of having the ban on Canton Kuomintang newspapers and propaganda lifted. Such printed matter has long been prohibited from entering into these places. The Canton regime does not see why this should be so, especially in view of the fact that friendly relations have been resumed between Canton and Hong Kong.

Thirdly, that Japanese goods imported into Canton subsequent to June 30th should pay a tax as demanded by the Committee 30 per cent.

The Canton Chamber of Commerce will send these resolutions to the Canton Political Council, the Provincial Administration, and other Government organs of influence, requesting them to do justice to the merchants. The Committee will also be given a copy of the above resolutions. It is quite doubtful, however, whether the Government will side with the merchants.

DISORDER IN SHANTUNG.**BRIGANDS WHO POSE AS NATIONALISTS.****WALLED CITY'S STOUT DEFENCE.****MARTIAL LAW IN TSINAN.**

TSINAN, Sept. 13th.

The Chinese authorities, acting under the advice of the Japanese, have placed Tsinan and its suburbs under martial law, writes a *North China Daily News* correspondent. This is because of the presence of bandit agents and other lawless elements.

Martial restrictions include Post Office censorship, forbidding of theatrical performances and the holding of meetings, and also the posting on boardings of newspapers and of notices calculated to disturb the peace. All property is subject to search for arms and ammunition, and travellers arriving and leaving the city must also permit their luggage to be searched.

Armed Robberies.

The writer has recently visited districts bordering on the Japanese-held railway zone, and has seen some of the results of the banditry in these places.

Tsowping city was found to be well-guarded by local men. Refugees had crowded into this small but well-walled city to such an extent that many of these people were sleeping in temple courtyards, and even in the street. The bandits who had been ravaging Tsowping, and Ch'itung haines for the last two months had tried to take the city. They planted a quickfiring mountain gun on a height near by and dropped a dozen shells into the city. The only casualties however were a cow and a donkey.

The gallant defenders possessed two cast-iron cannons which were mounted on the city walls. Having stuffed these weapons with powder and bits of broken iron they fired them off at the attackers. One of these charges was lucky for it killed a bandit and wounded two others. Thereupon the attackers moved up to the walls of the city for a parley. The chief asked the city magistrate for recognition and for regular supplies. "Who are you?" asked the magistrate. "A section of the 2nd Brigade of the Revolutionary Army," was the answer.

"We have no official word about you," said the magistrate. "Nor have I any official word about you," answered the bandit speaker. "If you don't at once open the gates, we will climb the walls at whatever cost!" "If you belong to the Southern forces, why have you taken several hundred of my unarmed people captive, whom you are holding to ransom?" asked the Magistrate, who is the parent official of the district. This was a poser for the bandit, who promised to return all captives in two days time, when he would expect to be allowed to enter the city, a promise which he had no intention of keeping.

The robbers then moved off in the direction of Changch'iu city, which a day or two after they entered.

These men are well-armed, and have several hundred horses, so that they can swoop down on unsuspecting towns and hamlets.

The Fate Of Changch'iu.

Changch'iu city was supposed to be banditproof, but the armed robbers entered without much trouble one market day, helped, it is said, by friends inside the city, hired soldiers from outside the hien.

On arrival in Changch'iu they first of all flew the five-striped flag, and then changed it for the Southern flag. They compelled the magistrate, who is virtually a prisoner, to call in all the heads of villages and "welcome" the new masters, and also compelled the chamber of commerce to circulate a telegram informing all within the hien that Chang Ming Chiu was authorized to protect the place, and was worthy of all support.

A day or two after, this same Chang led his troops out and openly attacked Diaochia and Chiu-chun, two well-defended towns which successfully repelled the attacks of this so-called protector.

Refugees from Changch'iu arriving in Tsinan, say that this man Chang has burnt to the ground two villages south of Changch'iu city, and that the glare from the burning homes could be seen from the railway, which is about seven miles distant.

Ch'itung city has only an earthen rampart to guard it, and was taken by the bandits without a struggle. This was before they took back Changch'iu city. On entering Ch'itung they took possession of the city.

(Continued on next column.)

ROUND THE POLICE COURTS.**THE OPIUM TRAFFIC.****SOME HEAVY FINES.**

For being in possession of 200 taels of opium a Chinese, was on Saturday fined \$15,000 with the alternative of ten months' hard labour by Mr. R. E. Lindell at the Central Magistracy. The opium was very cleverly concealed in a bundle of firewood. The defendant was arrested after leaving the s.s. *Tai Hing* which had just arrived from Wuchow and while he was engaging four coolies to carry a quantity of the firewood. Another man was also fined \$9,000, of in default, eight months' hard labour, for possession of 113 taels found in another consignment of firewood bundles.

Two other Chinese were also fined \$3,000 and \$1,500 for possession of 40 taels and 20 taels respectively.

AN UNTRUTHFUL CONSTABLE.

A Chinese public vehicle driver was arrested and charged before Mr. R. E. Lindell at the Central Magistracy on Saturday morning for soliciting a fare in Hill Road. The defendant alleged that the Indian constable had asked for money and for refusing he (defendant) was arrested.

Sergeant Kinaird was called and stated that when he arrived on the scene the Indian constable was sitting beside the defendant in the car. This contradicted the evidence of the Indian constable who said that he did not get into the car.

The Magistrate dismissed the case against defendant and ordered the constable to be dealt with departmentally for lying in the course of his evidence.

SEQUEL TO "SUI TAI" FIRE.

Ruling that there was no offence against the regulation, Mr. R. E. Lindell dismissed the summons against the Hong Lam Chong wine and spirit shop at No. 2, Ko Shing Street, for furnishing incorrect particulars in an application for the removal of 150 jars of Chinese wine which were to have been transhipped from the s.s. *Sui Tai* to the s.s. *Nam Sang*. It will be remembered that nearly all the jars perished in the fire aboard the *Sui Tai*.

Mr. B. C. K. Hawkins, Superintendent of Imports and Exports, prosecuted while Mr. M. K. Lo appeared on behalf of the defendants.

RUSSIAN STOWAWAY.

A Russian youth, Alexander Ivan Ivanoff, was charged before Major C. Willson at the Central Magistracy on Saturday with having stowed himself away on the s.s. *Kaiping* from Chiawangtao.

Sentence of one month's hard labour was passed.

A POOR EXCUSE.

A Chinese woman was fined \$50 with the alternative of six weeks' imprisonment by Mr. W. Schofield at the Kowloon Magistracy for possession of a quantity of lottery tickets. The woman said that the parcel was given her by an unknown man outside the Kowloon Ferry Wharf with instructions to take it to an address in Shanghai Street. Divisional Inspector R. H. Marks said that the woman was arrested in Canton Road but when she was given a chance to find the man who gave her the parcel she could not do so.

The Magistrate convicted and imposed a fine as stated.

sion of the magistrate's residence, making him a prisoner. They opened the prison doors and released the criminals. Evidently they needed accommodation for their own captives, over 800 such being in their hands, waiting redemption by their relatives and friends.

Sale Of Arms.

From Chinese sources we hear of consignments of arms and powder leaving Chowtaun and Tsinan for the headquarters of the bandits. These arms come from territory now in the possession of the Japanese. The knowledge that in cities near the railway line such as Poshan, Chich'uan, Tsingchowfu, and Kiaochow the properly constituted Chinese officials are not encouraged to function is said to encourage the lawless elements to their belief that they will be more or less immune to carry on their plundering tactics.

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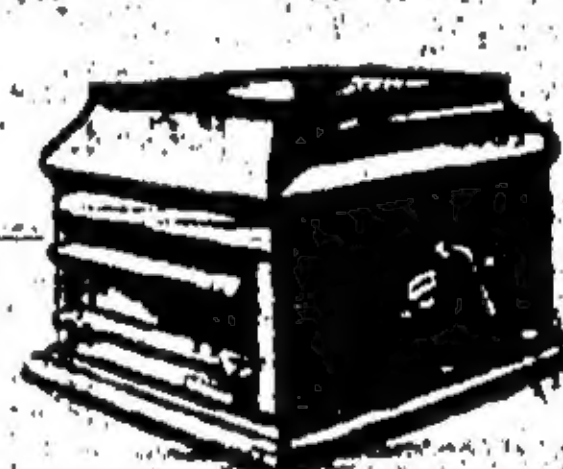
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INTIMATIONS.

HONG KONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING OF MEMBERS of the above Society will be held in the CITY HALL on THURSDAY, 27th SEPTEMBER, 1928, at 5.45 p.m., for the purpose of—

- (1) Receiving the Annual Report and Statement of Accounts for the Year ended 31st August, 1928.
- (2) Electing Officers for the ensuing year.
- (3) Considering and, if thought fit, passing Amendments to Constitution and Rules as already advised.

A. BISHOP,
E. M. BRYDEN,
Joint Hon. Secretaries.
[6742]

MACAO CHARITY AND COMMERCIAL FAIR.

NOTICE.

THE General Committee of the MACAO CHARITY AND COMMERCIAL FAIR announces that the OPENING DATE of the FAIR has been Officially Fixed for 3rd NOVEMBER, 1928, at 9.00 a.m. (Weather Permitting), and CLOSING DATE on the 23rd DECEMBER, 1928. [6741]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the following Scrip Certificates—Dated 9th June, 1882, for 80 Shares numbered 7155/7234 in the Name of MESSRS. GEORGE KING & CO., of SYDNEY, and No. 2507 for 10 Shares numbered 7015/7024 in the Name of MESSRS. LUCY ELIZA KING & MESSRS. GEORGE EDWIN DIXON, and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), have been LOST, and should the same not be produced before the 3rd OCTOBER, 1928, NEW CERTIFICATES will be issued to the said MESSRS. GEORGE KING & CO., and MESSRS. LUCY ELIZA KING & MESSRS. GEORGE EDWIN DIXON, and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), and No Transaction taking place under the Old Scrip Certificates will be recognised by the Office.

JARDINE, MATHESON & CO. LTD.,
General Agents.
Hong Kong, 18th Sept., 1928. [6728]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y92 for Twenty Shares of 24/- each, Paid Up, Numbered 113130/113149 in this Society standing in the Name of CHO YIK TONG of SHANGHAI, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming, the said Certificate will be deemed CANCELLED and of No Effect, and a NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hong Kong, 14th Sept., 1928. [6718]

MACAO RACES.

DRAFT Programmes and Entry Forms for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14th OCTOBER, 1928 (Weather Permitting), may be obtained from the L.B.R.U., MACAO, CAUWAY BAY STABLES, and BOXER ADVERTISING CO.

Entries CLOSE at MACAO 2.30 P.M. WEDNESDAY, 3rd OCTOBER, 1928. [6745]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of ERNEST CALDWELL RICHARDS of GREENHAYN ST. MAWES in the County of CORNWALL in the UNITED KINGDOM, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to 15th OCTOBER, 1928.

All Creditors and Others are accordingly hereby required to send their Claims to the Underigned on or before that Date.

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DEATH.

HICKLING.—At the Peak Hospital, suddenly on Saturday morning, September 22nd, Dr. ALICE D. HICKLING passed away. [6747]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, September 24th, 1928.

POLITICAL ASSASSINATION.

THE ramoured attempt at Barcelona on the life of the Spanish Dictator, General PRIMO DE RIVERA, and the recent murder in Mexico of General ORRISON remind us that political assassination is a factor very much to be reckoned with in world affairs. The unbalanced patriot who seeks his country's good by the slaughter of its leaders has always been with us and the most ancient records of the human race, such as Holy Writ, show that in this respect humanity has not progressed in the slightest. In fact the contrary may be assumed for one of the shadows cast by the splendid achievements of science is the power for mischief placed in the hands of the assassin and revolvers. Until modern times the assassin was restricted to the use of dagger and poison and to guard against these only loyalty and reasonable care on the part of escorts and household were needed.

With the exception of our own and the Japanese Royal Families scarcely a reigning House among the Great Powers has escaped unscathed. The murders of ALEXANDER II. of Russia in 1881, HUMBERT of Italy in 1900, ALEXANDER of Serbia and his Queen in 1903, CARLOS I. and the Crown Prince of Portugal in 1908 and the ARCHDUKE FRANCIS FERDINAND of Austria at Sarajevo in July, 1914, are some of the leading examples of royal murders in

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modern times. The killing of the Royal Family of Russia was in a different category, being probably connived at, if not actually ordered by the *de facto* government of the time.

The crack brained assassin of the type of RAVAILLAC, the murderer of the romantic HENRY OF NAVARRA and HULTON, who killed the DUKE OF BUCKINGHAM, humanity has always had with it, but it is to Russia we owe the idea of these semi-lunatics hunting in packs and dressing up their blood lust with political theories, such as those of Nihilism, which in their origin were harmless enough.

The King of Spain, one of the most enlightened and attractive personalities among modern Sovereigns, was for years the object of a particularly bitter vendetta and his attempted assassination on his wedding day takes its place on the list of crimes of diabolical nature. In recent years, however, Spain's Dictator seems to have drawn upon himself the major portion of these unwelcome attentions. That PRIMO DE RIVERA is not disliked by the populace in Spain is shown by one small but significant fact noted in Madrid by an English observer. On a kiosk in that popular avenue the Castellana is still one of the Dictator's election posters of 1923, weather worn but unmarked by any opponent's act of anger. That would hardly happen to any placard in Italy setting forth either the features or the aims of MUSSOLINI. The Duke more than any other personality provokes wrath that seeks to express itself by murder and his assailants have ranged from recidivist youths to a mad Irish woman. It is not to be wondered that to attempt the life of the Royal Family and Prime Minister of Italy has been placed on the list of capital offences in that country.

In England, since the War, Sir HENRY WILSON was assassinated by two fellow countrymen and during the war at least one attempt was made on the life of Mr. LYON GEORGE. America has lost three presidents at the hands of gunmen.

In China many attempts have been made on leading personalities. LI THAI HING was on one occasion only saved by a sudden alteration in the course of his launch for which a submarine mine had been prepared, and other attacks have been staged by Communist enemies. The murder of CHANG TAO LIN is wrapped in mystery and will certainly exercise a permanent fascination over the students of "murder as one of the fine arts." It was not the work of one man and will probably be ranked among such inspired crimes with deep political ramifications as those which terminated the ambitions of JULIUS CAESAR in classical days and of WASHINGTON, the Napoleon of the seventeenth century. Of all the assassins of history only one, CHARLOTTE CORDAY, who murdered MARAT, the French Revolutionary, merits the least sympathy for her deed.

Dr. J. C. Brown has been appointed a member of the Advisory Committee of the Peak Hospital.

The E.E.A. & C. Telegraph Co. announce that normal working of the cable service with Shanghai and beyond has now been re-established.

Tenders are being invited for the purchase of the Government steam launch *Victoria*. The launch will be sold as she lies at Yau Ma Tei Government Mooring with all gear and fittings.

Han Shih Chang, a well-known Chinese actor, has signed an agreement with the South Manchuria Railway Company to stage performances by his troupe for two days in Dairen and for seven days at the Kyoto Exhibition, which is to be held in commemoration of the Coronation of the Emperor of Japan.

Three lots of Crown land are to be offered at the P.W.D. offices on October 9th. These are New Kowloon Inland Lot 1107, Shamshui (952 square feet, upset price \$1,428), New Kowloon Lot 1168, Shamshui (5,814 square feet, upset price \$6,720), and Kowloon Inland Lot 2143, Mongkokkai (about 20,560 square feet, upset price \$46,237.50).

The cancellation is announced of the grants by Government in the event of the death or disablement of officers of ships on the Hong Kong register by reason of piratical attacks. It would appear, however, that the cancellation is a formality only rendered necessary by recent alterations in the Piracy regulations. The Government states that it remains ready to consider and suitably to recognise meritorious service on the part of any person in the face of piratical attacks.

Mr. Augustus John, the famous portrait painter, who sailed for New York recently on the White Star liner *Celtic* from Liverpool, had an exciting little adventure. Officials noticed that he had overlooked having his passport vised. Without this he would have been unable to land in America. There was little time to spare before sailing, and Mr. John and an official of the company raced in a taxi to and from the American Consul's office to rectify the omission. It looked as if the liner would sail without him, but just as the gong was warning visitors to leave Mr. John was seen coming up the gangway. Discussing his visit Mr. John said: "I am going to Boston to paint a portrait of Governor Fuller, who is retiring from the Governorship of Massachusetts. The portrait is to be hung in the State House. It will be about two months before I return. On getting back to London I shall finish the portrait on which I am now engaged of Lord D'Abernon, former British Ambassador in Berlin."

Japanese mountaineers have distinguished themselves many times in scaling difficult climbs in the Alps. Prince Chichibu, the Heir Presumptive, made some remarkable ascents in Switzerland a couple of years ago. Another daring feat was successfully accomplished last month by a Japanese, Mr. Urumai, accompanied by the Grindelwald guides Emil Steuri and Samuel Brawand, who climbed the hitherto virgin rock wall of the Wetterhorn, 12,140ft. The western flank of the Wetterhorn is formed by a rock face, hitherto regarded as inaccessible, which rises about 2,400ft. from the small Höl Argut glacier. The party climbed this almost vertical precipice, which is in good condition this year as it is free from snow, and reached the summit after nine hours of effort. The ascent was most difficult and dangerous owing to the extreme steepness of the rock-face on which severe, as the rock is for the most part clean cut. After reaching the summit at 1 p.m. the party took a rest before descending by the ordinary route.

The refusal of people living in rural Ireland to observe summer time was responsible for an awkward incident at a wedding at Omagh, County Tyrone. The bride, who came from the country, apparently believed that the hour of the wedding was fixed by the old time. She was more than an hour late when she reached the church. The bridegroom arrived punctually according to summer time. After waiting half an hour he collapsed. He was removed from the church by his best man and several friends, who ministered to him outside, while an unsympathetic individual threw some confetti on him. Later the wedding took place.

The Rome Institute and Hospital for Tropical Diseases, London, has organised an "Anti-Malarial Advisory Committee," with the object of assisting tropical industries in carrying out practical measures to combat the disease. The technical members of the committee are Sir Malcolm Watson, Sir Ronald Ross, Sir William Simpson, and Sir Aldo Castellani, and the lay members include representatives of a number of rubber, cotton, gold, and other mining companies and associations. The anti-malaria staff at the Institute will be at the disposal of these companies for advice, and it is intended that Sir Malcolm Watson himself shall visit some part of the tropics every year for a short period.

Stories connected with inventions are few and far between, says Mrs. S. G. Brown in the *Marine Gazette* of which she is editor. In 1928 an automatic helmsman was urgently required by the owners of the *De France*; Mr. Brown, the well-known inventor of navigational and electrical devices, had promised to invent one and submitted a price. Then the incident was temporarily forgotten as Mr. Brown was busy on other inventions. It was not until the "helmsman" was asked for that the incident was recalled. The builders wanted plans immediately. "I will be ready," said Mr. Brown. "I will ask my husband to invent a machine over the weekend," she promised the sceptical officials. True to her word, the energetic inventor devised a highly satisfactory helmsman and on the following Tuesday plans were delivered in Paris. The Brown automatic helmsman was duly installed in the wheelhouse of the big liner, and has steered her across the Atlantic ever since.

The Indian Marine ship *Dufferin* has now become a cadet ship for Indian youths training as officers in the merchant service. The new scheme got a splendid send-off in December, 1927, when the Viceroy of India paid a visit of inspection and congratulated the governors, staff and cadets on the general arrangements and progress made. The nautical staff consists of Commander H. Digby-Bates, O.B.E., R.N.M., as captain-superintendent, the executive officers being Lieut. Commander P. S. Campbell, R.N., and Mr. H. W. L. Davies, master mariner, assisted by experienced teachers and competent instructors. A very comprehensive curriculum, which includes all the subjects of a good secondary education, has been drawn up and a very sensible balance maintained between academic instruction, nautical training and physical recreation throughout the three years' course. The fact that thirty boys enrolled at the first term is an indication that young India is developing an inclination to go to sea. With the support of an influential Board of Governors under the Chairmanship of Captain E. J. Headlam, C.S.I., C.M.G., D.S.O., A.D.C., R.N.M., Director of the Royal Indian Marine, the ultimate national object of Indian officers for Indian ships may be accomplished.

An important extension of the Imperial air defence, which is likely to have far-reaching results in the Near East is to be made by the Air Ministry. Two new flights of Supermarine Southampton flying-boats are to be formed at the Cattewater air station, Plymouth, before the end of the present financial year. The first of these will be begun this month, and the second flight will be in the air early next spring. So far the Air Ministry has issued no official statement regarding this new fleet of super flying-boats beyond the fact that its formation was fore-shadowed by the Minister in his speech on the Estimates last March. It is reported, however, that the first of these flights, when it has completed its trials at Plymouth, will proceed to Eastern waters. It was at first intended to base it on Karachi, but it is now almost certain that Basra will be the base. The second flight, which will be ready next spring, will remain at Plymouth for coastal defence purposes. Next year, therefore, the flying-boat defences of the Empire will be disposed as follows:—Two flights in home waters at Calshot and Plymouth, and two flights on the trade routes, one at Basra and one at Singapore. The latter flight will be the four Supermarine Napier, which have just completed their long trip to Singapore via Australia.

WEDDING AT KOWLOON.

SPRADBERRY-RIX.

RECEPTION AT KOWLOON HOTEL.

The wedding of Miss Pansy Spradbury Rix, daughter of Mr. and Mrs. L. A. Rix, of Woodford, and Mr. Ernest J. J. Spradbury, of 941, Nathan Road, was celebrated on Saturday at St. Andrew's Church, Kowloon. The Rev. W. Walton Rogers officiated.

The bride, who was given away by Acting Chief Detective-Inspector L. P. Lane, wore a lovely dress of white georgette embroidered with silver, her embroidered tulle veil was held by a coronet of orange blossom and she carried a bouquet of white lilies and maidenhair fern.

The bridesmaid, Miss Irene Spradbury, wore blue georgette embroidered with silver beads, a blue picture hat and silver shoes, while the flower girl was dressed in pink georgette and had a pink bouquet trimmed with rose buds. Both of them carried bouquets of roses and cressers.

Mr. W. Taylor of the China Light & Power Co., Ltd., was "best man."

Mrs. J. J. Spradbury, mother of the bridegroom, wore a black satin gown with an overdress of black and gold lace.

Many friends were present at a reception, held after the ceremony, in the Kowloon Hotel and the usual toasts were drunk. The honeymoon is to be spent at Macao and Canton and Mrs. Spradbury left in a dress of fawn figured crepe de chine, a wrap of beige corded silk and hat to match.

DYNAMITE EXPLOSION.

SEVEN KILLED IN FACTORY.

HONGKONG, Sept. 1st. Seven workmen were killed and 14 seriously injured this morning, when the sheds of a dynamite works at La Riviere St. Sauveur, a new mine from here, blew up. Panic ensued, and men and women rushed from the neighbouring sheds to a position of safety behind the earthworks which separate the danger zones of the factory. Foremen, however, remained at their posts to stop the machinery and to render first-aid to the injured in the filtering and mixing shops, where the explosion occurred. Many of the injured had all their clothes torn from their backs.

AUSTRALIAN ARMY.

INSUFFICIENTLY TRAINED AND SHORT OF OFFICERS.

MELBOURNE. Expenditure on the Australian military forces has reached the bedrock of bare maintenance, says Lieut-General Sir Henry Chauvel, the Inspector-General, in his annual report.

The shortage of commissioned and non-commissioned officers has become serious, he declares; the training is inadequate, modern methods of mechanisation have been neglected, and the troops are short of supplies.

As the value of money has depreciated by 60 per cent. since the war the effective annual Army vote is about £1,000,000, compared with £2,277,000 before the war.

Commenting on the Anti-War Pact, Sir Henry Chauvel insists that "there is no guarantee whatever of any prolonged peace."

VICE-ADMIRAL INDICTS "GENTLEMEN IN CLUBS."

COLOMBO. Vice-Admiral Theagar, Commander-in-Chief, East Indies, at an inaugural meeting of the Ceylon branch of the Navy League, made a statement regarding the action taken in June by Captain Daniels, the master of the Australian Commonwealth liner *Jervis Bay*, when a number of "stowaways" became unruly. He said:—

Another instance of failure properly to appreciate the facts of a certain position occurred recently. If there had been a proper appreciation of naval capabilities gentlemen in their clubs would not have said what they did when eight ill-conditioned and unarmed idiots caused all that trouble on board the *Jervis Bay*.

The *Jervis Bay* left Colombo for Australia.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—

The anti-cyclone has weakened the China Sea. Depression remains to the S.E. of Hainan, moving slowly west-north-west. The Pacific typhoon is about 300 miles S.W. of Bonins, moving N.W.

Local Forecast:—N.E. winds fresh, fair.

PHILIPPINE SUGAR ASSOCIATION.

VICE-PRESIDENT CONDEMNS U.S. POLICY.

"VITAL MATTER TO THE ISLANDS."

MANILA, Sept. 17th.

The sixth annual convention of the Philippine Sugar Association got to a flying start at 10 a.m. to-day at the Manila Hotel with a bigger attendance than it had been possible to obtain at previous conventions.

Approximately 350 delegates representing the leading sugar centrals in the islands were present. A feature of the meeting is the presence of many young men who had been graduated from the Los Baños college of agriculture.

Philippine sugar men to-day opened fire on the Timberlake Resolution and similar attempts to limit the importation of duty free Philippine sugar into the United States.

L. Weinheimer, second vice-president of the association, in his speech opening the convention fired the first gun. Mr. Weinheimer emphasized the need for concerted action on the part of the sugar men, the government and all business interests in the islands.

"The Situation Is Serious."

He said:—

The past year has witnessed a growing campaign in the United States, instituted by parties powerful in politics and in funds, to restrict the importation of Philippine sugars into the United States. These parties are the sponsors of the Timberlake Bill which you are all, no doubt, familiar. Should this bill or any other bill similar in intent, pass Congress, economic development of these islands would be paralyzed. While the main objective of this bill is to curtail the expansion of our sugar industry, it is only reasonable to expect that if its passage is secured, similar successful efforts will be made to curtail the expansion of our other basic industries. The situation is serious, and calls for vigorous action on our part as sugar people, on the part of the government and on the part of all business interests of the Philippine Islands.

All Industries Should Support.

We should receive assistance and financial support from every industry in the Philippine Islands, for no effective campaign can be conducted without funds. I am hopeful that some plan can be worked out whereby a competent and influential delegate, thoroughly familiar with business conditions in the Philippine Islands, can be sent to Washington to establish a bureau to make accurate information available in trade circles in the United States to the business interests of both the United States and the Philippine Islands obtained from present trade relations, may be fully realized. It is my hope when our next convention is held, that we shall find all of the industries in the Philippine Islands co-operating in the manner I have outlined.

THE SECRETARY OF COMMERCE.

INDUSTRY SHOULD DO BETTER.

Pledging the co-operation of his department, Filomeno Perez, Secretary of Commerce and Communications, delivered the principal address at the opening session of the sugar convention.

Mr. Perez emphasized the fact that while the Philippine sugar industry has made progress, the march toward the better had not been as rapid as is to be desired. The sugar output of the islands had not been increasing at the same rate that the output of other countries had.

Mr. Perez showed that while the Philippine sugar production increased 123 per cent from the year 1898 to 1927, Java had gained 230 per cent; Hawaii, 263 per cent; Formosa, 617 per cent; Porto Rico, 1,063 per cent; Cuba, 1,427 per cent; and United States beet, 2,900 per cent.

In the final analysis, said Mr. Perez, the success of the Philippine sugar industry will depend on the ability of local producers to stand foreign competition. He came out strongly against the Timberlake Resolution. At the same time expressing the hope that Governor General Stimson will do all in his power to keep such legislation from being enacted.

FENG YU HSIANG'S SUCCESS.SHENSI AND KANSU
PACIFIED.

REBELS HUNTED DOWN.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 23rd. Marshal Feng Yu Hsiang is staying in Shensi. According to his report to Marshal Chiang Kai Shek, the rebellious elements led by Fan Chung Shu and Yueh Wei Chun have been hunted down, and Shensi and Kansu are completely pacified.

CAPTURED BY NATION-
ALISTS.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 23rd. The Nationalists claim that the total number of Chihli-Shantung troops taken by them in the recent war is in the neighbourhood of 20,000, while about 15,000 rifles have been captured. Six train loads of prisoners yesterday arrived at Tientsin. According to a reliable report General Pei Chung Hsi will disband them.

MANCHURIAN REPRESENTA-
TIVES.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 23rd. From official sources it is reported that the Nanking Government will notify General Chang Hsueh Liang that the authorities of the Three Eastern Provinces should appoint a number of representatives to Nanking for the purpose of assisting in the Central Administration.

ITALIAN TREATY.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 23rd. The agreement for the settlement of the Nanking Incident between China and Italy has been concluded. The Italian Minister has duly signed the Pact at Peking, and it will now be communicated to Dr. C. T. Wang for his signature.

Following the settlement of the Nanking Incident both the Chinese and Italian Governments will proceed with the negotiation of a new Sino-Italian Treaty.

CHINESE MARITIME
CUSTOMS.

(Wah Ts Yat Pao.)

SHANGHAI, Sept. 23rd. The Nanking Financial Department has officially announced the appointment of Mr. Edwardes as Inspector-General of the Chinese Maritime Customs. Mr. Edwardes will go to Peking to-day.

NO MORE SOVIET GOVERN-
MENT.

(THROUGH REUTER'S AGENCY.)

NANKING, Sept. 22nd. The Chief of Staff, Ho Ying Ching, has stated to Reuter, that the Nationalists are dissatisfied with the Soviet committee form of government and are therefore planning the adoption of the five board system, desiring completely to eliminate Communist methods. It is realised that the presence of Communist members in the Kuomintang is a serious menace to the welfare of the country, and the party in the coming reorganisation of the Government will see that the ways and methods borrowed from the Bolsheviks will be flung overboard.

Ho Ying Ching declared that by the end of September the First Army will have disbanded 100,000 men, the Second Army 120,000, the Third Army 70,000 and the Fourth Army 50,000 men. The armies will be reorganised into divisions each of 15,000 men under the direct control of the War Ministry, while the generalist staff will soon be abolished.

Ho Ying Ching stated that Japan's legal interests in Manchuria would receive due protection from the Nationalist Government, and he hoped there would be a change in Baron Tanaka's policy so that the two neighbour countries could co-operate to their mutual advantage.

NANKING PAYMENT OF
CLAIMS.

\$1,000,000 FOR AMERICA.

(THROUGH REUTER'S AGENCY.)

NANKING, Sept. 22nd. In connection with American claims for compensation in Nanking, which total \$1,200,000, it is understood that the Nationalist Government will probably agree to pay approximately \$1,000,000. The British claims in Nanking approximate to \$10,000,000.

**OPIUM SMOKING
ENQUIRY.**

BRITAIN OFFERS FUNDS.

OPPOSITION BY JAPAN
AND CHINA.

(THROUGH REUTER'S AGENCY.)

GENEVA, Sept. 22nd. The League budget committee has sanctioned a grant of 100,000 Swiss francs towards the expenses of the enquiry into opium smoking in the Far East. As the expenses will probably exceed 200,000 francs, Britain has offered 50,000, asking that the Powers whose territories are included in the enquiry shall contribute the balance. The Japanese and Chinese are opposed to the grant.

NEW PROFESSIONS
FOR MINERS.'BUS CONDUCTORS AND
WAITERS.

EMPLOYERS SURPRISED.

(BRITISH WIRELESS SERVICE.)

RUGBY, Sept. 22nd. The Prime Minister's appeal to employers to find work wherever possible for unemployed men in the depressed areas, has been reinforced by personal calls which are being made on employers by the officials of Labour Exchanges. About three thousand of these calls are being made per week and they have yielded satisfactory results. The adaptability of men from the mining villages has surprised employers and some of them are successfully undertaking work as waiters and bus conductors, while many are now engaged on road making and other heavier tasks.

CHILEAN REVOLUTION.

GENERAL SEEKS REFUGE.

(THROUGH REUTER'S AGENCY.)

SANTIAGO DE CHILE, September 23rd. There has been an abortive revolution at La Paz. General Blanco, the alleged instigator, has taken refuge at the Chilean Legation.

NEW PRESIDENT OF
MEXICO.TAKES OFFICE IN DE-
CEMBER.

(THROUGH REUTER'S AGENCY.)

MEXICO CITY, Sept. 23rd. Only formalities remain to be completed before Emilio Fortes Gil, the Minister of the Interior, assumes the Presidency on December 1st. He will hold office till February, 1930. He will support President Calles' religious policy.

BIG COLOMBIAN OIL
CONCESSION.

GRANT TO U.S. COMPANY.

CANCELLATION CON-
TROVERSY.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Sept. 23rd. A United States note to Colombia expresses surprise that the latter has failed to answer the question regarding the controversy arising over the Colombian authorities' cancellation of the Barco concession. This is a five million acre oil exploitation grant to an American company.

The Colombian Government objected to the State Department's energetic intervention in defence of the concession.

CHARGES FOR CODE
TELEGRAMS.BRUSSELS CONFERENCE
DECISION.

(THROUGH REUTER'S AGENCY.)

Brussels, Sept. 22nd. The Telegraph Conference which has now ended has decided by 40 votes to 8 that the charges for code telegrams should be two-thirds of the ordinary rate outside Europe and three-quarters for the European zone. It was also decided that code telegrams should be marked CDE instead of COD as originally proposed.

**AIR SPEED RECORD
ATTEMPT.**

DELAYED BY CHOPPY SEA.

SATISFACTORY TEST.

(BRITISH WIRELESS SERVICE.)

RUGBY, Sept. 22nd. The weather conditions were still unsuitable this morning for Flight-Lieut. Darcy Greig's attempt on the speed record at Calshot. Visibility was good but a strong easterly breeze made the surface of the water very choppy in places and prevented a clean take off.

The racing Napier Lion engine of the Super sloop seaplane was tested yesterday for the first time since the spring with most satisfactory results. It is understood that Flight-Lieutenant Greig wishes to make at least four trial flights before attempting the record.

CHINESE STEAMER SAFE.

LOSS FEARED IN TYPHOON.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Sept. 22nd. Anxiety felt here over the fate of the Ninghao S.S. Co.'s steamer *Fungshin* has now been set at rest. She left Shanghai on September 10th, two days before the typhoon, struck Shanghai, bound for Foochow.

She had not been heard of until to-day when it became known that she had reached Foochow safely. The *Fungshin* had a Chinese captain and crew. Although she was fitted with wireless she did not carry a wireless operator.

BURIAL OF HURRICANE
VICTIMS.GRIM PRECAUTION
AGAINST DISEASE.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Sept. 22nd. The grim problem of disposing of the bodies of the hurricane victims in Florida to prevent the spread of disease is being solved by the authorities chartering aeroplanes to spray whole areas with lime. Workmen are burying bodies in quicklime.

The American Red Cross has appealed to the public for at least \$5,000,000 for relief work.

FAMINE IN RUSSIA.

SEED GRAIN USED FOR FOOD.

(THROUGH REUTER'S AGENCY.)

RIGA, Sept. 22nd. In consequence of the failure of crops in Ukraine, the Soviet Government has decided to organise the feeding of 600,000 people and has allocated 31,000,000 roubles to provide food, cattle fodder and seed grain in the afflicted area.

Three-quarters of 200,000 tons of grain recently purchased in America have already been distributed for winter sowing but in some districts hungry people have eaten the seed grain and demand fresh supplies.

EQUALITY OF THE SEXES.

CHINESE COURT'S DECISION.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Sept. 22nd. The action in the Provisional Court, in which Miss Sheng Ai Yee, daughter of the late Mr. Sheng Kung Pao, the wealthy Minister of Communications at the time of the Revolution in 1911, sued five male heirs for her proportional share in an estate of 3,500,000 taels, resulted in the Court giving a verdict that the estate must be re-divided in seven equal shares of which Miss Sheng Ai Yee and her sister, Miss Sheng Fang Yee, are to receive one each.

The decision confirms the Nationalist Government's principle that Chinese men and women are on an equal footing.

DUTCH AIR-MAIL SERVICE.

MACHINES FOR EAST
INDIES.

(THROUGH REUTER'S AGENCY.)

CONSTANTINOPLE, Sept. 21st. The second of the four Dutch aeroplanes which are flying from Holland to the Dutch East Indies for the purpose of establishing a local air mail service, has arrived here.

**ISLE OF WIGHT
LANDSLIDE.**

WOOD SWEEP AWAY.

HUGE FALLS OF CLIFF.

(BRITISH WIRELESS SERVICE.)

RUGBY, Sept. 22nd. A huge landslide began on Thursday night and continued throughout yesterday at the famous beauty spot between Ventnor and Black Gang in the Isle of Wight. A large stretch of land below the inland cliff where a big fall of cliff took place in July is moving seaward. The upheaval is so extensive that rocks in the sea have been shifted. Hundreds of tons of debris have already fallen from the base of the cliff and are blocking the roadway. Reports state that the land that is moving seawards exceeds sixty acres in extent. Part of a wood has been swept away and hillocks that stood for centuries have been moved. Down to the edge of the sea land has been slashed with deep fissures and the level of the sea bed for fifty yards from the beach has been altered.

ALBANIA'S KING.

RECOGNITION BY BRITAIN.

(THROUGH REUTER'S AGENCY.)

TIRANA, Sept. 23rd. Britain has recognised the new Albanian king.

AMERICAN ASIATIC FLEET.
DESTROYERS VISIT YOKO-
HAMA.

(THROUGH REUTER'S AGENCY.)

TOKYO, Sept. 22nd. A flotilla of five destroyers of the American Asiatic Fleet has arrived at Yokohama on an informal visit and will stay until September 28th.

MUTINY ON CITY LINER.

FOURTH ENGINEER IN-
JURED.

(THROUGH REUTER'S AGENCY.)

PARIS, Sept. 21st. A startling story comes to hand from Dunkirk, reporting a mutinous outbreak on a British steamer bound for the Far East. The vessel concerned is the *City* liner, the *s.s. City of Chester*. She was bound from the Tyne to Far Eastern ports, and had called at Dunkirk.

When the vessel was leaving, a score of lascars, for reasons which up to the present it has been impossible to ascertain, mutinied and attacked the officers.

The fourth engineer was severely injured in the fracas, but eventually the mutineers were overpowered. The *City of Chester* put back into Dunkirk, and the mutineers were handed over to the authorities, the master replacing them with men from Dunkirk and proceeding on the voyage.

A SULTAN IN A SUBMARINE.

NAVAL INSPECTION.

(BRITISH WIRELESS SERVICE.)

RUGBY, Sept. 21st. At Portsmouth to-day the Sultan of Muscat embarked in submarine *L25*, which then performed a number of diving exercises in Spithead with the destroyers *Empire* and *Triant* as escorts and the mine-sweeping sloop *Ross* as target-ship, at which the Sultan released a dummy torpedo.

After the exercises the destroyers returned to harbour and the *Ross* preceded the *L25* to Southampton, where the Sultan was landed at a berth in Ocean Dock. A visit to a liner followed. At Portsmouth the Sultan inspected Nelson's flagship *Victory*.

AMERICAN SUBMARINE
AGROUND.

CREW IN NO DANGER.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, Sept. 21st. It is officially announced by the U. S. Navy Department at Washington that the American submarine *S-17* has gone aground at Juan Point, Almirante Bay in the Panama Canal Zone.

It is stated that no member of the crew has been injured and that the vessel is in no danger. It was later reported that the vessel had been refloated and was proceeding to port under her own power.

OBITUARY.

EGYPTIAN PREMIER.

(THROUGH REUTER'S AGENCY.)

PARIS, Sept. 22nd. The death is announced of Sarwat Pasha, late Premier of Egypt.

**AERIAL SURVEY OF
ANTARCTIC.**

SIR HUBERT WILKINS' PLANS.

IMPROVING WEATHER
FORECASTS.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, Sept. 21st.

Captain Sir Hubert Wilkins has left for Montevideo in a steamer with two aeroplanes and pilots. He proposes to voyage in a whaler from Montevideo to Deception Island, which is sixty miles from the Antarctic coast.

Sir Hubert in a speech at the luncheon before his departure said that he proposed to establish by means of flights whether the mountain ranges were continued along the Pacific coast of the Antarctic continent. He believes that an intensive study of the meteorological conditions around the poles will produce valuable results. He said that conditions in the extreme north and south directly influenced the weather in distant places such as Florida, China, India and Egypt, and with meteorological stations near the poles at least fifty per cent, and later an even greater accuracy, could be expected from the meteorological bureaux, instead of the present 35 per cent.

BUDDHA AND THE AGED
PEASANT.MIRACULOUS CURE IN THE
WESTERN HILLS NEAR
PEKING.NEW POPULARITY OF
DESERTED SHRINE.

Thousands of Chinese are flocking to the pagoda at Palichuang, on the way to Patachu in the Western Hills, writes Mr. A. Cecil Taylor, in the *North China Standard*, owing to the report that, several weeks ago, one of the images of Buddha on the edifice stood up and stepped out of his niche. This is alleged to have cured a peasant who witnessed the miracle and immediately reported it to his neighbours. It stands, this pagoda, as it has stood for several centuries, dominating the plain, at Palichuang, eight li from Pingtzen. The temple which was built around it in the 16th century, during the reign of the illustrious Mings, has long since crumbled into decay. And the Mings themselves belong to the ages. But the stately tower still stands, a memento of time and a source of inspiration to those who cling tenaciously to the past.

Yet fine as it is and old as it is this 13-storied edifice was passed unnoticed by the majority of tourists, and of recent years the peasants in the quaint, unchanging village of Palichuang has paid little heed to it. But now.

The Lord Buddha Moves. Several weeks ago, so the story goes, an aged peasant named Chang Chi Kuang, who had been suffering from lung trouble for a number of years, chanced to pass by the pagoda on his way from his native village near by, to Pingtzen. The day was hot and feeling tired he availed himself of the shade of a hospitable tree. Here he rested a while and gazed upon the pagoda. On each storey he noticed that there were small niches occupied by miniature images of some kind of metal, at least, most of the niches were. Some of the images had fallen off and most of the large stone figures were minus limbs. Grass grew and birds nested on the corrugated roof. He had seen all this before, of course, but one never tired of gazing upon the pagoda, now in semi-silhouette against the clear blue canvas of the heavens. And then to his amazement, it seemed—indeed there was no mistaking it—the image of the Lord Buddha in the third niche on the fourth storey of the section of the edifice which faced him, stood up and stepped forward with arms raised as though about to bestow a blessing.

(Continued on next column.)

**NETWORK OF GAS
MAINS.**SCHEME FOR CONFINED
AREAS.DEVELOPMENT OF GRID
SYSTEM.

(BRITISH WIRELESS SERVICE.)

RUGBY, Sept. 22nd.

One of the proposals in the report just issued by the National Fuel and Power Committee, which has attracted considerable attention, is that the Government should conduct in a limited area an experiment with gas on the lines of the electrical grid system. It is suggested that a network of gas mains fed by gas produced mainly at coke ovens could be laid down in confined areas such as those between the Humber and Liverpool and between Leeds and Birmingham. A small committee of qualified persons, working in conjunction with the National Fuel and Power Committee, should it is thought produce preliminary results within a year which would decide whether the continuance of the investigation was justified.

The cost of the preliminary work should not exceed £10,000.

Co-operate With Universities.

The National Fuel and Power Committee appointed by the Board of Trade under the chairmanship of Lord Melchett (formerly Sir Alfred Mond), in a report published to-day, recommends that industrial leaders in the fuel-producing and fuel-consuming industries consider the need for co-operation with the Universities by indicating responsible positions that are open in their business for any men trained in fuel technology.

The Board of Education should also consider what might be done in the institutions supervised by them to contribute to the training of men with desired qualifications. The iron and steel industry should give greater support to its Fuel Economy Committee, both by providing it with sufficient funds and by actively co-operating in its work through placing at its disposal all necessary information of new or improved practice, and by referring to it in all cases of difficulty.

All the large coal-consuming industries should consider the desirability of adopting, on a much larger scale than at present, the practice of exchange of experience in fuel technology, if possible through central associations financed by small levies.

Large consumers are advised to pay more attention to the system of buying and selling coal to specification, and colliery owners are urged to classify their coal so far as possible according to some agreed standard.

The peasant felt himself go hot and cold in turns, as he told his neighbours afterwards, and immediately fell to his knees in worship. When he arose he felt that a great physical change had taken place and the pain that had gnawed at him that morning, and caused him to rest, panted in the shade of the tree, had entirely disappeared. He hastened to inform his relatives and neighbours of the miracle. They hurried to the pagoda, the crowd they made being augmented by other farmers and tradespeople they met on the way.

Pilgrimages Held.

Palichuang itself awoke from its slumbers, its marketing and farming pursuits, and assumed an air of importance. "Hsiang," cheap incense at ten coppers per bundle, was purchased and burned at the base of the pagoda. Pilgrims with all manner of ailments made journeys daily to Palichuang, to burn "hsiang" and pay their respects to the Buddha.

All along the way from Pingtzen to the historic village are small stands where incense may be purchased. Devout worshippers engage coolies to climb up to the first storey of the pagoda and paste there large square pieces of cloth of red or orange—petitions to the Merciful One.

Palichuang is now commencing to attract foreigners as well as Chinese, with the result that the once sleepy little village is now crowded with strangers and infested with beggars. Many Buddhist priests have also appeared and the alms bowls are rapidly filled. Men and women, boys and girls in blue cotton gowns and robes of silk form a democratic gathering around the base of the edifice from sunrise to sunset.

**THE ANGLO-FRENCH
AGREEMENT.**

AMERICAN PRESS STUNT.

HOSTILE ATMOSPHERE.

(THROUGH REUTER'S AGENCY.)

London, Sept. 22nd.

"Why all this secrecy?" is the characteristic query of British editorials in relation to the *New York American's* "disclosures" regarding the Navy Pact which London papers point out merely re-echo what has already been published, for example, in the *Daily Telegraph* on September 4th. However, the London papers contend that official reticence encourages hostile campaigners abroad.

The London *Morning Post* says that publication at least lays the bogey that the proposals involved an air agreement and division of the seas into spheres, or arrangements regarding land armaments.

The *Daily Herald* asks what useful purpose can be served by advancing the proposal to which, obviously, America would not agree.

Darkest Mystery.

The *Daily Chronicle* says that suspicion against Britain has been allowed to accumulate through the folly of wrapping the matter in the darkest mystery.

The *Daily News* says that if Sir Austen Chamberlain really found the compromise hopeful, he was more innocent than anyone thought. The *Times* declares that the world being what it is, and a Presidential election pressing in the United States, France and Britain should have published forthwith the text of an innocuous agreement.

French Complaints.

The American newspaper version of the Anglo-French Naval Compromise is much commented upon in the French press, which emphasises the importance of the reported agreement of the two Powers, that there should be a limitation of 10,000-ton cruisers carrying 3-inch guns.

While the Quai d'Orsay is silent on the subject, the French newspapers complain that the document is presented to the public in such a form as to appear to be a secret manoeuvre against the United States, while its real purpose was to explain the Franco-British compromise to the United States, Japan and Italy and to provide a basis for negotiations.

Far From Secret!

It appears that the document which the *New York American* has unearthed was so little regarded as secret that instead of being sent in code from the Quai d'Orsay it was merely typed and multiplied on a duplicating machine. Besides copies being sent to the French Embassies at Washington, Rome, Tokyo and other Ministries it was also sent to Geneva.

U.S. Paper's Statement.

Official circles in London admit the substantial accuracy of the details in regard to the Anglo-French naval limitation proposals given in a document published by the *New York American*, purporting to be a letter addressed by M. Briand, the French Foreign Minister, to French Ambassadors in the chief capitals of the world.

The document shows that Britain and France have agreed that small cruisers and coastal defence submarines should be excluded from limitation.

Meanwhile, there is every indication that America will strongly oppose the proposals, and will use her building programme as a lever to oblige reconsideration.

The Washington correspondent of the *New York American* declares that he learns from an authoritative source that President Coolidge proposes to send to the British and French Governments a Note expressing strong disapproval of the Anglo-French proposals, and indicating that the United States will continue its building programme and that there will be no further scrapping of naval tonnage until the review of the Washington Convention to be undertaken in 1931.

Reason For Delay.

Official publication of the compromise has been postponed, pending the receipt from the other chief naval Powers to whom it had been communicated, of their comments upon it, as a possible basis for discussion at the preparatory conference on disarmament.

Contrary to rumours, continually repeated in some quarters the full terms and not only a part of them were communicated to the United States, Japanese and Italian Governments some weeks ago.

It is understood the Japanese and Italian Governments have notified Paris and London that they are disposed to be favourably impressed by the proposals as a basis for discussion, but in the absence of a reply from Washington the publication of the proposals has been delayed in accordance with the usual procedure in such cases.

(Continued on Page 2.)

ARMY AQUATIC SPORTS.

SATURDAY'S SUCCESSFUL MEETING.

R. A. WIN AGGREGATE CUP.

FINE PERFORMANCE BY VOLUNTEERS.

The Fourth Annual Aquatic Sports of the South China Command Sports Board were brought to a successful conclusion on Saturday at the Victoria Recreation Club, the heats having taken place on the previous day. Inclement weather, however, accounted for the comparatively meagre attendance (many leaving after a short visit), but those who remained had no cause for regret. Everything went off with the promptitude associated with military discipline. Competition among the swimmers and units was very keen and the spectators witnessed many exciting finishes. Excellent sportsmanship prevailed and a fine spirit of rivalry animated the meeting. There was also a good deal of fun from the less serious events and on the whole the meeting was both successful and enjoyable. H. E. Major General Luard described as better than any of the three previous events, and with his opinion everyone agreed.

H. E. Major General, C. C. Luard, C.B., C.M.G., whose interest in the welfare of the troops under his command has been a source of great encouragement in sporting as well as military affairs, was one of the earliest arrivals, and remained as a very interested spectator during the afternoon. He was accompanied by Mrs. Luard, who afterwards distributed the prizes at the conclusion of the sports. Among other present were:—Lt. Col. L. T. Comyn, C.M.G., D.S.O., (K.O.S.B.) and Mrs. Comyn, Capt. and Mrs. Perfect, Lt. Col. Robinson, Lt. Johnstone, A.D.C., to the G.O.C., Lt. Mattingley, Rev. F. P. W. Alexander, Capt. Thorpe, Capt. Brown, Capt. Chester, and Lt. Col. Boyd.

R.A. Win Covered Cup.
The heats having been decided on Friday only finals were held on Saturday. Excitement started at once the first event being a Relay Race between Companies, points for which counted towards the Aggregate Cup and much cheering was heard. The Royal Artillery gained the distinction of taking the first points of the afternoon by the success of the 12th and 20th Battery who secured first and second places respectively. From then onwards, the Artillery increased their lead and at no time, during the afternoon, were they in any danger of being overtaken by another unit. They collected points from the Army Championship 75 yards, 150 yards championship (2nd place), High Diving (2nd place), later Battalion and Brigade Relay Races, and 25 yards dash. In all, including Water Polo decided previously, they secured a grand total of 80 points, leaving the King's Own Scottish Borderers, who had 38 points, a poor second. Naturally their members were very proud of their performances and they are to be congratulated on their success.

Individual Performances.
Many individuals distinguished themselves. Lance-Bombardier Norris (R.A.) again showed up prominently, but he met with greater competition than he did in the last two seasons. He proved a very valuable man to his side for the Aggregate Cup and besides being a member of various Relay Teams, contributed points to the R.A. by being placed in several events. He won the Army Championship again, but lost the 150 yards championship to Lance-Cpl. Finlayson (K.O.S.B.) who swam a very good race. One of the most spectacular events was the High Dive in which several men put up fine performances. Eventually Pte. Cole who dived very gracefully was awarded first. Lance-Bombardier Hall (R.A.) won the 25 yards dash and finished second to Norris in the Army Championship. He also was a source of help to the Royal Artillery for the Aggregate Cup. Pte. Conway and several members of the K.O.S.B. also deserve mention.

Officers Races.
Great interest prevailed in the Officers Race for a cup presented by H.E. the General Officer Commanding, Major General Luard. The distance was 75 yards and it soon developed into a struggle between Capt. Perfect (K.O.S.B.) and Lt. R. Q. F. Johnstone, A.D.C. to the G.O.C., out of which the Captain, finishing strongly at the end, emerged successful, beating the A.D.C. who had won the event for the past three years.

Other Events.
A great deal of fun and amusement was provided by the Indian Events. Some of them proved to be strong and capable swimmers, and with correct coaching, should develop into first class swimmers. Their principal fault lay in not being able to keep a straight course and they often swam all over the bath, their diving was a good many "holly hollies," but in the Indian Relay Race the last man of the winning side swam half a length before he came to the surface. The Indian spectators enjoyed the

sports as much as the others, and their peculiar method of cheering introduced something new to local aquatics.

The children's events proved enjoyable and it was a pleasant sight to see the youngsters struggling as energetically and with as much keenness as the men.

Volunteers' Good Example.
The sports were concluded with a Services Relay Race in which the Hong Kong Volunteer Defence Corps took part against the Army, the Navy and Royal Air Force failing to put up a team. The result was a comfortable win for the Volunteers. Their team included such swimmers of local renown as D. Lyons, S. V. Gittins and Kerr and their "trudgeon" strokes, which drew admiration from the spectators, proved too fast and effective for the military.

Distribution Of Prizes.
In the V.R.C. Hall afterwards, prior to the distribution of prizes, Major General Luard spoke in praise of the men, who had year by year shown improvement in aquatics, but he remarked that they had still a lot to learn. Those who had seen the Volunteers win the Services Relay Race could tell the difference in the standard and he hoped the Regulars would acquire the art of "modern" swimming, as shown by the Volunteers.

Referring to the afternoon's sports, His Excellency said they all enjoyed the children's events and that they had done very well indeed, showing evidence of having been well taught. The Army Championship had been won by Lance-Bdr. Norris who had also won it for the two previous years, but this time he had a hard struggle with one of his own Battery who did not prove a match for him last year. He was, however, defeated in the 150 yards championship. Another competitor who did well was Pte. Cole, of the K.O.S.B., who showed some extremely graceful work in the High Dive.

Continuing the G.O.C. said that competition this time had been very keen and he thought that in spite of the bad weather they had had an enjoyable afternoon. The programme had been carried through successfully and he wished to thank Lt. Col. Comyn and the officers and men of the K.O.S.B. for the trouble they had taken. He also thanked the V.R.C. for lending them the bath. As they were aware, the sports used to be held at the R.A.S.C. canteen, but this time they had been advised by their doctors not to use it and he thought it very wise to accept that advice.

Results.
Points gained towards Aggregate Cup—Royal Artillery 80, 2nd Batt. King's Own Scottish Borderers 38, 1st Batt. Queen's Royal Regt. 11, Small Units 9.

Final results were as follow:—Inter Battery Company Detachment Relay, team of 7, 400 yards in all (cup presented by Soldiers' Club):—1, 12th Heavy Battery, Royal Artillery; 2, 20th Heavy Battery, R.A.; 3, "B" Company, 2nd Batt. King's Own Scottish Borderers.

Army Boys' handicap, 75 yards:—1, John Green, R.A. (rec. 5 sec.); 2, James Crossan; 2nd K.O.S.B. (rec. 5 sec.); 3, Sydney Hutchinson, R.A.P.C. (rec. 7 sec.).

Army Championship, 75 yards breast stroke, 75 yards back stroke and 75 yards free style (cup presented by Lane, Crawford, Ltd.):—1, Lance-Bdr. Norris, R.A.; 2, Lance-Bdr. Hall, R.A.; 3, Pte. Conway, 1st Batt. Queen's Royal Regt.

Officers' race, 75 yards (cup presented by H.E. the G.O.C.):—1, Capt. P. Perfect, 2nd K.O.S.B.; 2, Lieut. Q. R. F. Johnstone, Durham Light Infantry; 3, Lieut. Martin, Royal Engineers—Lieut. Johnstone, A.D.C. to the General, won in 1925-27.

Army Girls' handicap, 50 yards:—1, Nan Crossan (rec. 5 sec.); 2, Joan Leppard (rec. 5 sec.); 3, Gama Fleetwood (rec. 5 sec.).

150 Yards championship (cup presented by officers of the Small Units):—1, Lance-Cpl. Finlayson, 2nd K.O.S.B.; 2, Lance-Bdr. Norris, R.A.; 3, Pte. Faulkner, 2nd K.O.S.B.—Lance-Bdr. Norris won in 1926-7.

High Diving, 12 feet dive (cup presented by Messrs. Steel and Coulson, Ltd.):—1, Pte. Cole, 1st Queen's Regt.; 2, Lieut. McGee, R.A.; 3, Pte. Conway, 1st Queen's Regt.

Inter Battalion and Brigade Relay, teams of 7, 400 yards in all:—1, British Heavy Brigade, Royal Artillery; 2, 2nd Battalion, K.O.S.B.; 3, Small Units.
Enlisted Boys' Race, 50 yards:—1, Boy Durrant, 1st Queen's Regt.; 2, Boy Dunlevy, 2nd K.O.S.B.; 3, Boy Budge, 2nd K.O.S.B.
25 Yards dash:—1, Lance-Bdr. Hall, R.A.; 2, Staff Sgt. Blackmore, Roy. Army Ordnance Corps; 3, Lance-Cpl. Finlayson, 2nd K.O.S.B.
Indian Relay Race—Hong Kong & Singapore Brigade, Royal Artillery beat 3rd/15th Punjab Regt.
(Continued on next column.)

INTER-DEPARTMENT BOWLS.

POLICE AND REVENUE ELIMINATED.

YESTERDAY'S GAMES.

The weather, which interfered with the lawn bowls fixtures on Saturday, proved ideal yesterday for the playing of two Inter-Department ties arranged to take place on the Police Recreation Club ground.

Two teams, the Police and Revenue, were eliminated, and the semi-final stage has now been reached.

Yesterday's matches were Revenue v. Sanitary Department and Police v. Small Units. The teams and scores were:—

Revenue. Sanitary.
Trenegrove Eccleball
Clarke Roylance
Tollan Gregory
Grimmitt (S.) 13 Duncan (S.) 23

Police. Small Units.
Hargreaves Holdman
Glendinning Westlake
Marks Wiltshire
Oram (S.) 13 Moss (S.) 20

The P.W.D., who defeated the Prisoners last week, now meet the Sanitary Department. The other semi-finals are the Small Units, who won yesterday, and Government House, who have drawn a bye.

CHARLES WHITCOMBE'S GOLF TRIUMPH.

COTTON BEATEN IN FINAL.

(THROUGH REUTER'S AGENCY.)

London, Sept. 21st.
What is virtually the British professional match-play championship was concluded at Stoke Poges today, when Charles Whitcombe, the famous Crews Hill player, defeated the foremost of the younger professionals, Henry Cotton (Langley Park) by 4 and 2 in the final of the £1,400 Professional Tournament at Stoke Poges.

The final was over thirty-six holes. Mitchell, George Duncan, Ted Ray and Arthur Havers, were all defeated in earlier rounds.

THE SACRED HEART COLLEGE.

CONSTRUCTING THEIR PLAYING FIELD.

PUBLIC SUPPORT INVITED.

The Sacred Heart College, Kowloon, has always been the nursery of prominent local athletes who are making history in China's sporting records, and it is very gratifying to learn that the College has at last been presented by the Government with an opportunity for developing its sporting side. Thanks to the efforts of the Headmaster, Mr. J. S. Shak, and to the concession of the Government, an area of rough ground facing the School on the west side, approximately one quarter of an acre, has been allocated to the College, who will make these tennis courts and grounds for basket ball and volley ball.

The area was originally in a very rough state, but is being gradually transformed. When complete it will be fenced around by wire netting 12 feet high and will provide an excellent playing field for upwards of 300 students.

The scheme has not been carried through without the wholehearted help of the College from the Headmaster down to the youngest pupils. All have voluntarily contributed to the expenses of the playing ground, but the ultimate cost of completing this enclosure will be considerable, and the promoters hope that support will be forthcoming from gentlemen in the Colony who are interested in the College and in the welfare of the local youth generally.

Services Relay Races (cup presented by the H.K.V.D.C.):—Won by the Hong Kong Volunteer Defence Corps.

Officials.

Patron: H.E. Major-General C. C. Luard, C.B., C.M.G.
President: Lt. Col. L. J. Comyn, C.M.G., D.S.O., 2nd K.O.S.B.
Judges: Lt. Walter, R.A., Lt. Dangerfield, R.A., Major Robertson, R.A.M.C., 2nd Lt. Duncombe, 1st Queen's Regt., Lt. Joy, R.A., Lt. Martin, R.E., Capt. Perfect, 2nd K.O.S.B., Staff Sgt. Blackmore, R.A.O.C., Private Johnstone, R.A.M.C.

Timekeepers: Lt. Pyper, D.C.M., 2nd K.O.S.B., Master Gunner Forden, R.A.
M.C.: Regt. Sgt. Major Parkinson, 2nd K.O.S.B.

Committee: Lt. Mattingley, 2nd K.O.S.B., 2nd Lt. Duncombe, 1st Queen's Regt., Lt. Dangerfield, R.A., Staff Sgt. Blackmore, R.A.O.C.

Records: Q.M.S. Waine, R.A., C/Sgt. Dodds, 2nd K.O.S.B., Pte. Claridge, 2nd K.O.S.B.

HOME FOOTBALL RESULTS.

VISITING TEAMS LOSE IN FIRST DIVISION.

CHELSEA LOSE A POINT.

SURPRISE IN SCOTTISH LEAGUE.

A feature of the football matches played at Home on Saturday was that all the teams playing on their own grounds in the First Division of the English League won with the exception of one match in which the points were divided. Burnley's leadership was maintained at the expense of Aston Villa. Everton's colours were lowered for the third time, by Huddersfield. West Ham defeated Manchester United and gain second place on the League table.

In the Second Division, Chelsea lost a point for the first time in a tough encounter with Bristol City which produced no goals. Notts County by their victory gained an equal footing with Chelsea in all respects. Preston North End and West Brom gained 3-1 victories at home.

The three leading positions in the Southern section of Division III remain unchanged as the two teams who follow the leaders shared the points in a game between them. Coventry and Fulham were in form at home and accounted for their visitors by 6-1 victories. In the Northern section, Stockport lost the lead and Wrexham are now at top with Carlisle and Nelson next in order. A surprise in the Scottish League was the defeat of Celtic by St. Mirren by three clear goals. This was their first defeat. The Rangers are still unbeaten and are secure at the top. Their victory over Raith Rovers was the best of the day, seven goals to one. Motherwell on away ground shared the points with the Hibernians, each side scoring a goal.

A match was also played between the Irish and English Leagues which ended in an easy win for the latter.

Results of Saturday's matches and League tables are appended.

(THROUGH REUTER'S AGENCY.)

ENGLISH LEAGUE.

Division I.

Birmingham 4, Blackburn 0.
Bolton 3, Derby 0.
Burnley 4, Aston Villa 1.
Cardiff 4, Bury 0.
Huddersfield 3, Everton 1.
Liverpool 1, Leeds U. 1.
Manchester C. 4, Arsenal 1.
Newcastle 1, Leicester 0.
Portsmouth 4, Sunderland 0.
Wednesday 3, Sheffield U. 2.
West Ham 3, Manchester U. 1.

Home wins 10, away wins 0, draws 1. Goals scored: Home 38, away 7.

Division II.

Barnsley 0, Oldham 1.
Bristol C. 0, Chelsea 0.
Clapton 1, Bradford 0.
Hull 2, Port Vale 0.
Middlesbrough 1, Southampton 2.
Notts Forest 2, Blackpool 0.
Preston 3, Wolves 1.
Reading 1, Notts C. 2.
Stoke 1, Grimsby 2.
Tottenham 2, Millwall 1.
West Brom 3, Swansea 1.

Home wins 7, away wins 3, draws 1. Goals scored: Home 22, away 10.

Division III (Southern).

Brentford 1, Queen's P.R. 1.
Charlton 3, Exeter 1.
Coventry 6, Methylth 1.
Fulham 6, Bristol R. 1.
Gillingham 1, Walsall 4.
Luton 2, Bournemouth 1.
Northants 2, Southend 3.
Norwich 3, Brighton 1.
Plymouth 2, Watford 0.
Swindon 3, Crystal Pal. 2.
Torquay 4, Newport 1.

Home wins 8, away wins 2, draws 1. Goals scored: Home 33, away 18.

Division III (Northern).

Accrington 2, Tranmere 0.
Barrow 2, Doncaster 2.
Bradford C. 2, Stockport 1.
Carlisle 2, Wigan 2.
Chesterfield 4, Ashington 1.
Hartlepool 2, Crewe 1.
Lincoln 3, Halifax 0.
New Brighton 0, Nelson 1.
Rochdale 3, Darlington 0.
Southport 2, Rotherham 0.
Wrexham 1, S. Shields 0.

Home wins 9, away wins 1, draws 1. Goals scored: Home 23, away 7.

SCOTTISH LEAGUE.

Division I.

Aberdeen 3, Clyde 1.
Airdrie 1, Hearts 1.
Celtic 0, St. Mirren 3.
Falkirk 1, Dundee 3.
Hamilton 2, Ayr 0.
Hibernians 1, Motherwell 1.
Kilmarnock 3, Third Lanark 0.
Partick 6, St. Johnstone 2.
Cowdenbeath 0, Queen's Park 1.
Rangers 7, Raith R. 1.

Home wins 8, away wins 3, draws 2. Goals scored: Home 24, away 13.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I), up to and including matches completed on Saturday, are appended:

ENGLISH LEAGUE.

DIVISION I.

Team	P	W	D	L	F	A	Pts.
Barnsley	8	5	1	2	24	20	11
West Ham	8	4	2	2	30	14	10
Wednesday	7	4	1	2	12	10	9
Derby	6	4	0	2	18	9	8
Leeds	6	3	2	1	18	15	8
Portsmouth	6	4	0	2	8	8	8
Huddersfield	7	3	2	2	16	8	8
Liverpool	7	3	2	2	17	12	8
Cardiff	7	3	2	2	17	12	8
Birmingham	7	3	2	2	12	9	8
Blackburn	7	4	0	3	15	13	8
Manchester City	6	3	1	2	16	12	7
Everton	7	3	1	3	17	12	7
Leicester	7	2	2	3	18	16	6
Sunderland	7	3	0	4	12	12	6
Sheffield U.	7	3	0	4	12	17	6
Newcastle	7	2	2	3	11	17	6
Manch. Un.	6	0	4	2	8	11	4
Aston Villa	6	1	2	3	7	14	4
Arsenal	6	1	1	4	6	12	3
Bolton	7	1	1	5	7	17	3
Bury	6	1	0	5	4	15	2

The English League won five goals to nothing.

U.S. BASEBALL LEAGUES.

THE WEEK'S RESULTS.

[REUTER'S AMERICAN SERVICE.]

The results of the matches last week in the National and American baseball leagues are given below:—

National League.

Saturday, September 15th:—
New York 5; Brooklyn 4.
Boston 5; Chicago 2.
Boston 1; Chicago 6.
Philadelphia 2; St. Louis 3.
Philadelphia 6; St. Louis 8.
Pittsburg 6; Cincinnati 1.
Sunday, September 16th:—
New York 0; Pittsburg 1.
Brooklyn 3; Cincinnati 4.
Monday, September 17th:—
New York 0; Pittsburg 2.
Brooklyn 2; Cincinnati 5.
Philadelphia 2; St. Louis 5.
Boston 3; Chicago 15.
Tuesday, September 18th:—
New York 3; Cincinnati 2.
Brooklyn 3; Cincinnati 5.
Philadelphia 2; St. Louis 4.
Boston 3; Chicago 6.
Wednesday, September 19th:—
(Rain, no play).
Thursday, September 20th:—
New York 5; St. Louis 8.
New York 7; St. Louis 4.
Boston 2; Cincinnati 7.
Boston 9; Cincinnati 5.
Philadelphia 4; Pittsburg 6.
Friday, September 21st:—
Brooklyn 2; Chicago 1.
Boston 5; Cincinnati 3.
Boston 2; Cincinnati 3.
Philadelphia 5; Pittsburg 6.

American League.

Saturday, September 15th:—
St. Louis 6; New York 5.
Cleveland 0; Philadelphia 5.
Chicago 4; Boston 3.
Detroit 2; Washington 12.
Sunday, September 16th:—
St. Louis 5; New York 7.
Cleveland 1; Philadelphia 7.
Detroit 7; Washington 11.
Chicago 7; Boston 1.
Chicago 0; Boston 2.
Monday, September 17th:—
St. Louis 2; New York 12.
Detroit 2; Washington 4.
Chicago 3; Boston 8.
Tuesday, September 18th:—
St. Louis 11; New York 14.
Cleveland 3; Philadelphia 2.
Detroit 8; Washington 2.
Wednesday, September 19th:—
(Rain, no play).
Thursday, September 20th:—
Chicago 4; New York 3.
Detroit 1; Philadelphia 8.
St. Louis 5; Boston 2.
Friday, September 21st:—
Chicago 2; New York 8.
Detroit 9; Philadelphia 4.
Cleveland 1; Washington 2.
Cleveland 1; Washington 2.
St. Louis 3; Boston 5.

H.K. GARRISON FOOTBALL LEAGUE.

LAST WEEK'S RESULTS.

H.Q. Wing 1st Queen's 3, 12th H. Bty. R.A. 1.
H.Q. Wing K.O.S.B. 8, 20th H. Bty. R.A. 0.
M.G. Coy. 1st Queen's 15, R.A.O.C. 0.

Fixtures For Next Week.
24th.—D. Coy. 1st Queen's v. C. Coy. K.O.S.B. Referee: Pte. Lansdale, M.G. Coy. 1st Queen's.

26th.—C. Coy. 1st Queen's v. A. Coy. K.O.S.B. Referee: S/R.A. Maltas, 20th H. Bty. R.A.

28th.—B. Coy. 1st Queen's v. 31st H. Bty. R.A. Referee: Pte. Snood, R.A.M.C.
All matches are at Chatham Road ground. Kick off, 4.30 p.m.

ROYAL ARTILLERY LEAGUE.

Results.

20th H. Bty. R.A. 0, 31st H. Bty. R.A. 8.
31st H. Bty. R.A. 4, 15th H. Bty. R.A. 3.

Fixtures For Next Week.
25th.—12th H. Bty. R.A. v. 31st H. Bty. R.A. Referee: Cpl. Lees, R.A.M.C.

27th.—20th H. Bty. R.A. v. 12th H. Bty. R.A. Referee: Pipe Major Mackie, 2nd K.O.S.B.
All matches are at Chatham Road ground. Kick off, 4.30 p.m.

SCOTTISH LEAGUE.

DIVISION I.

Team	P	W	D	L	F	A	Pts.
Rangers	6	6	0	0	23	7	12
Motherwell	7	5	1	1	14	10	11
Celtic	6	5	0	1	11	6	10
Hearts	7	4	2	1	19	7	10
3rd Lanark	7	4	2	1	18	10	10
Aberdeen	7	5	0	2	18	12	10
St. Mirren	7	4	1	2	16	16	9
Hibernians	7	3	2	2	11	8	8
Hamilton	7	4	0	3	10	14	8
Partick	6	3	1	2	15	12	7
Queen's Park	6	3	0	3	14	9	6
Kilmarnock	7	3	0	4	12	15	6
Falkirk	7	2	1	4	12	15	5
Clyde	7	2	1	4	6	10	5
St. Johnstone	7	2	1	4	12	18	5
Airdrie	7	2	1	4	7	15	5
Ayr	7	1	2	4	11	20	4
Cowdenbeath	7	1	0	6	8	14	2
Dundee	7	1	0	6	10	16	2
Raith R.	7	0	1	6	5	24	1

IRISH v. ENGLISH LEAGUE.

A representative soccer match was played at Belfast on Saturday in glorious weather and in the presence of 20,000 spectators between the Irish League and the English League.

The English League won five goals to nothing.

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Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pra. Grant	...	Tuesday, Sept. 25th, 6 a.m.
Pra. Cleveland	...	Tuesday, Oct. 9th
Pra. Pierce	...	Tuesday, Oct. 23rd
Pra. Taft	...	Tuesday, Nov. 6th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Tuesdays

Pra. Lincoln	...	Tuesday, Oct. 2nd
Pra. Madison	...	Tuesday, Oct. 16th
Pra. Jackson	...	Tuesday, Oct. 30th
Pra. McKinley	...	Tuesday, Nov. 13th

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Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pra. Hayes	...	Sun., Oct. 7, 8 a.m.	Pra. Harrison	...	Sun., Dec. 2, 8 a.m.
Pra. Polk	...	Sun., Oct. 21, 8 a.m.	Pra. Monroe	...	Sun., Dec. 16, 8 a.m.
Pra. Adams	...	Sun., Nov. 4, 8 a.m.	Pra. Wilson	...	Sun., Dec. 30, 8 a.m.
Pra. Garfield	...	Sun., Nov. 18, 8 a.m.	Pra. Van Buren	...	Sun., Jan. 13, 8 a.m.

To Manila

Pra. Lincoln	...	Sept. 25th, 6 p.m.	Pra. Jackson	...	Oct. 23rd, 6 p.m.
Pra. Cleveland	...	Sept. 29th, 6 p.m.	Pra. Taft	...	Oct. 27th, 6 p.m.
Pra. Madison	...	Oct. 8th, 6 p.m.	Pra. McKinley	...	Nov. 6th, 6 p.m.
Pra. Pierce	...	Oct. 12th, 6 p.m.	Pra. Jefferson	...	Nov. 10th, 6 p.m.

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American Mail Line
and
Dollar Steamship LineTHE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "CHILE"
loading on or about
15th October

PORT SAID, HAVRE, ANTWERP, ROTTERDAM,
AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTO. PORTS.

SAILING LIST.

OTHER SAILINGS—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika"	28th Sept.	5th Nov.
M.S. "Malaya"	24th Oct.	3rd Dec.
M.S. "Siam"	2nd Dec.	11th Jan. 1929

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"JAVANESE PRINCE"

having arrived from the above Port on 17th instant, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 24th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

TURNER (FAB EAST), LTD.,
2nd Floor, King's Building,
Cantonment Road, Hong Kong.
Telephone No. 3163.
Hong Kong, 17th Sept., 1928. (6780)

HAMBURG AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel

"LEVERKUSEN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th September, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 22nd September, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 22nd October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned

JERSEN & CO.,
Agents.
Hong Kong, 17th Sept., 1928. (6722)

BILLS OF LADING.

INTERNATIONAL UNIFORMITY IN THE LAW.

SHIPOWNERS AND COMMON LAW LIABILITY.

PROPOSED NEW ORDINANCE.

At the next meeting of the Legislative Council it is proposed to introduce a Bill to amend the law with respect to the carriage of goods by sea.

The "objects and reasons" of the measure state:—

The object of this Bill is to give effect, as regards outward bills of lading from Hong Kong, to the proposals of the International Maritime Conference held at Brussels in October, 1924. So far as the British Empire is concerned, the Imperial Economic Conference, in November 1923, recommended that the various governments of the Empire should adopt the rules embodied in the Convention. The necessary legislation has now been passed in the United Kingdom, Australia, and most of the Colonies and Protectorates. The present Bill is practically a copy of the English Act.

The object of this body of legislation and proposed legislation is twofold. In the first place it aims at securing Empire-wide and international uniformity in the law relating to bills of lading. In the second place it is intended to restrict the right of shipowners to contract themselves out of their common law liability in respect of carriers' risks.

The principles of this legislation, and more recently the actual rules, have been subjected to exhaustive examination by the various interests concerned.

The bill differs from the English Act in the following particulars:—

(a) Section 5 gives a general right of contracting out of the Rules in respect of the carriage of goods by sea from Hong Kong to any place in Kwangtung or Kwangsi or to Macao. In the English Act the right is given in respect of the carriage of goods by sea from any port in Great Britain or Northern Ireland to any other port in Great Britain or Northern Ireland or to a port in the Irish Free State.

(b) Junk traffic is excluded by definition (d) in Article 1 of the Rules. In this trade it is not the practice to issue bills of lading, and, further, the incidents of the trade preclude and make undesirable any attempt to secure uniformity with the conditions of the trade carried on by ocean-going steamships.

(c) Article X. of the Rules, which does not appear in the English Act, gives the debtor the right to discharge his debt in Hong Kong currency at the rate of exchange prevailing on the day of arrival of the ship at the port of discharge of the goods concerned. This is in order to avoid troublesome disputes about exchange. The right to insert such a rule is reserved in the draft Convention.

BROTHERS' POLO TRAGEDY.

FATAL COLLISION IN A MATCH.

How a man met his death in a collision with his brother while they were playing polo was described at an inquest held at Minchew, England, on Monday. C. Gerald Stephens, aged forty, of Portland Place, London, S.W., chairman and managing director of Messrs. Henry C. Stephens, Ltd., the famous ink manufacturers.

Mr. Stephens died in Minchew Hospital from serious head injuries received during a polo match at Dunster.

Mr. Harold Edric Stephens, the brother, when asked by the coroner if he would identify the body said: "I was with him when he died."

"I am afraid I must ask some one to identify him," said the coroner.

Friends' Entreaties.

Mr. Stephens, disregarding the doctor's remark that he would do for him and his two friends' entreaties of "Let me go, Harold, then, and rest," was identified by the body of his brother. He was greatly distressed.

Mr. Harold Stephens then returned to complete his evidence. "My brother and I were both on the same side in the match. In the last period my brother's pony collided with mine, and we both fell off."

"I was not hurt, so I immediately jumped up and ran to my brother, who was lying on his face. I turned him round on to his back. Then I helped to carry him to the pavilion and later to put him into the ambulance. I sat with him till he died, and he did not seem conscious at all."

Death was due to concussion followed by hemorrhage of the brain. The coroner, recording a verdict of "Accidental death," expressed deep sympathy with Mr. Harold Stephens.

H.M.S. "FURIOUS."

AIRCRAFT CARRIER ON VIEW.

PORTSMOUTH NAVY WEEK.

PORTSMOUTH, August 20th.

The most secret ship of the Navy, the aircraft carrier, which will hold the eyes of the Fleet in any future war, has at last been thrown open for public inspection. If anything were needed to ensure the complete success of the Portsmouth Navy Week it was the presence of H.M.S. *Furious*, huge and mysterious with its flat flying deck 75ft. above the water line, lying alongside the dock in the Naval Yard, with prominent signs inviting the public to go on board.

Actually, with battle-cruisers of the *Renown* and *Repulse* class, and with H.M.S. *Nelson*, the most modern and powerful battleship afloat, with submarines open for inspection, with divers at work in wet docks, and with the latest destroyers, not to mention the historic *Victory*, there is accommodation for thousands of visitors at one time without overcrowding. The Navy has also provided a large car park for motorists in the Naval Barracks, with plentiful indications of its position, and a special entrance to the Dockyard near by.

The last-minute inclusion of H.M.S. *Furious*, however, is the great feature of the Navy Week, and the attraction for me. The public will probably be surprised to hear that *Furious* is not only one of the fastest ships, reputed to steam at 32-33 knots, but that, in spite of her ungainly superstructure, she is by no means an uncomfortable ship in a seaway. Below the main deck she is a naval vessel—she was built in 1916 originally as a cruiser—but above she is a vast steel aircraft hangar of two floors, with a flying deck nearly 700 feet long and 80 feet wide as a roof. Bulges below the water line, guns on the sides of the main deck, and anti-aircraft guns constitute her defensive armament, in addition to the speed which is her chief defence, but in the main everything is subordinated to her purpose as a floating aerodrome.

Two broad white lines, painted on her deck from the flat stern to the down-sloping bow, constitute the guide to the aircraft wishing to alight. Having got over safely the disturbed air currents which inevitably hang round the stern, particularly when heat and smoke from high-powered boilers are being poured out from vents under the deck, the pilot has, in theory, merely to stall his machine down on to a deck which is moving forward to give a wind speed against him not much less than his minimum flying speed. In other words, if the ship is moving forward at 20 knots into a 10-knot breeze, and the aircraft's landing speed is 30 knots, the machine will actually travel forward after touching the deck at only 10 knots, and, as the engine is throttled down, will quickly come to rest.

Landing of Aircraft.

Immediately, men will scramble over the deck sides from the wired galleries, which the more venturesome visitor peering over the sharp edge of the deck will see lying just under the deck, 75ft. above the water. The men will rush to the machine, take it in charge, and run it on to the huge lift. A bell will clang, the lift, with machine and crew, will disappear into a steel cavern, and guided rails will automatically rise round the big hole in the deck. The lift will come to rest either on the first or lower floor, the machine will be pushed off, probably with its wings folded by bow, and the massive steel platform will rise again to the flying deck level ready for the next arrival.

The speed at which successive aircraft can be landed and the deck cleared for the next machine is a naval secret. It may be said, however, that the cordial co-operation of naval and Royal Air Force personnel has meant so diminution in the traditional efficiency of the Navy, and that on H.M.S. *Furious* the two branches of our Home and Empire Defence work with the utmost harmony. There are on the strength of H.M.S. *Furious* at present six naval co-operation flights, a total of 30 aircraft in this reserve, made up of fighters, torpedo carriers, Fleet spotters, and reconnaissance aircraft, all under the command of Wing-Commander C. W. H. Pulford, the officer who was selected to command the first Service flight of Fairey machines from Cairo to the Cape and back to England.

Unfortunately, visitors have only the opportunity of seeing empty hangars. This week, as all the Fairey Flycatchers, Blackburn Darts, Avro Bignons, and Fairey III's are fed when the *Furious* is in port, the harbour from Spithead to Portland must, so to speak, be a vast sea of empty hangars, and as aircraft could not use the flying deck in harbour for obvious reasons—pilots, machines, and personnel have departed to adjacent land aerodromes for the time being. Still, *Furious* empty perhaps gains (Continued on next column).

ARE THERE ANY LETTERS FOR YOU?

UNCLAIMED CORRESPONDENCE, ETC., AT THE G.P.O.

THE OFFICIAL LIST FOR SATURDAY.

A General Post Office notification, issued on Saturday, gives the following particulars with regard to unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams, at the Radio Telegraph Office, Government Building:—

Postal Restante Correspondence.

P. B. Allen, R. H. Beaven, G. Borodin, Mrs. C. R. Benstead, C/o Captain C. R. Benstead, V. C. Cavinta, C. A. Combe, Madam Crozel, R. H. Coote, C. J. Finch, Kum Kwai Tong, Mrs. Amy Lund, E. Nitz, M. Rejzes, F. L. Rust, G. E. Reich, Miss Olga Ribeiro, A. Simmons (American Variety Show), E. Stout, (China-American Ind. Dev. Co.), H. Slagle, Mrs. H. Schoenhut, S. J. Solomon, Mrs. Ida M. Smith, (c/o N. Mayer), Mr. and Mrs. D. T. Tallenase, E. C. Wilks.

Unclaimed Correspondence.

Mrs. Newman Grey.

Registered Articles.

G. Borodin, L. Crozel, Miss Mary Green, Clarence Martin, (c/o Foreign Club), A. Rasmussen, James Schless, R. Collantes Tacloban.

UNCLAIMED RADIO TELEGRAMS.

Address. From.

Majesty	From.
Teck Choon Hong	Soigon.
5077	Makassar.
Tia Gin, Tai Sang	Dangdala.
Ye Wo Guen	Soerabaya.
Ng Lee Yee	Newark, N.J.
Cheng Hong	Cebu.
Yih Kiu Co.	New York.
Kwang Yee Sang	Hoihow.
Gin Shik	Seattle, Wash.
Sin Hua Hui	Soigon.
Wong Joe Tjong	Waingapoe.
Bonham Street	Tebingtingideli.
Heng Street	Tebingtingideli.
Hang Sang Ho, Mowlow St.	Sandakan.
Wanchai	Sandakan.
Yiouyu Navigation Co.	Tehekam.
87, Connaught Road	Soigon.
Hong Hoanh Compagnie	Hongay.
Kung Chung	Cholon.
Khochoh, 45, Ezyuen St.	Cholon.
1st floor	Cholon.
Tung Shun Shing, Lung King	Cholon.
Lee, Ningpo Road	Makassar.
Licorne, Hong Kong	Cholon.
(Pour Sarraut)	Cholon.
Tau Tong, Nam Wah Co.	Canton.
Allopathic	Talamba.
Man Cheong Lai	Soigon.
Nam Tai	Cholon.
Fing Kee	Cholon.
Shelver, Koulooom	Cholon.
Ho Wong	Cholon.

In any way, as the tremendous amount of space in these huge hangars is more apparent. There are wide iron lattice shutters to close sections; there are swinging doors forward to open the way for aircraft on the lower flying-off deck forward, while the curious perforated iron plates lying on the deck are really wind screens to break the force of the wind blowing into the hangar or over the top deck when the machine is stationary. These screens rise and fall at the word of command of a signal officer, who is so placed that every side of the flying-off deck is in his view, just as his opposite number, the naval captain, in a similar cabin on the other side of the deck forward, controls the marine side.

Flying At Sea.

When flying in progress both officers keep their eyes on the top of the flag-mast in the very bow of the ship, where a thin jet of white steam tells them always if the ship is directly head to wind. Air speed indicators inform them of the rate of air flow over the deck, and when the ship's speed has been adjusted to that required for a particular aircraft to land safely, the signal is given, and then the interest of those in control turns towards the stern, over which the home-coming machine flies in to land. All is not so simple and easy as it seems, however, in a seaway, and then very close co-operation is needed between captain, wing-commander, and pilot in order to choose the right moment to land. It is not uncommon for a pilot to fly in five times and five times be warned off as he is just above the deck before a safe descent is assured.

Visitors, seeing from their lofty standpoint all Portsmouth and Gosport spread out before them will appreciate, perhaps, that occasionally it is difficult to prevent a machine plunging over the side, and that naval flying has its own peculiar problems and risks. It is necessary only to see these naval flying men—and many pilots are naval officers, who have been taught to fly by the Royal Air Force—to realize that they are carrying on the best traditions of the sea, although their main work is in the air with their brother officers of the Royal Air Force. (The Times.)

INSURANCE OF GERMAN LINERS.

CARRYING THEIR OWN RISKS.

Comment in the following terms on the question of the insurance of the new Norddeutscher Lloyd liners *Europa* and *Bremen* appeared in a recent issue of the Berlin newspaper *Industrie und Handelszeitung*:—

"In the London insurance market some stir has been created by the fact that the Norddeutscher Lloyd has so far reached no conclusions with regard to the insurance of the steamer *Europa*, which was launched at Hamburg. It is admitted that some weeks ago inquiries to that effect were made in London, but until now, apart from the insurance for the period of building, no policies have been required. Taking into consideration the fact that the amounts of insurance on these large ships are probably between one and one-and-a-quarter million pounds sterling, one would say that the London insurance market, being the most important in the world, hardly could be shunned. Still, it is possible that the owners are intending to run this steamer and also the *Bremen* by self-insurance and that finally only re-insurances may be offered in London. There are indications that the considerable increase in premiums since last year is the reason for the large German shipping firms refraining from availing themselves of the English insurance market."

Commenting on the above, the City Editor of the *Times* pointed out that the tendency of these leading British liner companies which in the past have relied largely on "self-insurance" has, in recent years, been to cover their fleets in the London market. In view of the highly unfavourable results of marine underwriting generally, British and other owners have lately been asked to pay rather higher rates of premium, and there would seem to be no reason why the Norddeutscher Lloyd, or any other owners, should be quoted rates of premium below those which British underwriters consider necessary to cover the risks. Incidentally, the suggestion that the Norddeutscher Lloyd might decide to run its own risks implies great financial strength, although even the strongest British companies, whose records for efficient management can compare with that of any other ownerships, prefer to spread their risks by placing them in the open market.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Shanghai on Friday, left on Saturday at 5.30 a.m., and is due at Hong Kong to-day (Monday) at noon.

The E. & A. Co.'s s.s. *St. Alban* left Moji for Hong Kong on the 21st inst., and is due here on Wednesday morning, the 26th inst. She will leave for Manila, Port Holland, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne at 4 p.m. on Friday, the 28th inst.

The Ben Line s.s. *Benavon*, from Leith, Middlebro', Antwerp, London and Straits and Philippines, is due to arrive at Hong Kong tomorrow (Tuesday).

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 23rd.

	Previous Day	On Date	On Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.83	29.85	29.86
Thermometer	79	80	85
Humidity	84	70	67
Wind—			
Direction	ENE	ENE	E
Force	4	3	3
Weather	OE	C	C
Rain	0.20	0.00	0.23
Highest open-air Temperature, 22nd: 81			
Lowest open-air Temperature, 23rd: 63			
B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.			

HONG KONG TIDE TABLE.

From September 24th to 30th, 1928.

	High Water	Low Water	High Water	Low Water	High Water
Days of Week	Time	Time	Time	Time	Time
Mon. 24	3.29	0.44	3.44	0.34	3.59
Tues. 25	3.52	0.27	4.07	0.19	4.20
Wed. 26	4.13	0.10	4.28	0.04	4.42
Thurs. 27	4.35	0.00	4.49	0.00	4.63
Fri. 28	4.56	0.00	4.70	0.00	4.84
Sat. 29	5.17	0.00	4.91	0.00	5.05
Sun. 30	5.38	0.00	5.12	0.00	5.26

CONSIGNEE NOTICES.

NORDDDEUTSCHER LLOYD, BREMEN.

THE Steamer "DERFFLINGER" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 25th of September, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on the 28th of September, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELOCHES & CO.,
Agents.

NORDDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 22nd Sept., 1928. (6748)

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamer "GAMBADA"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI, NEWCHANG & DALRY	LIANGHONG	On 24th Sept.	2 p.m.
SHANGHAI, NEWCHANG & DALRY	NEWCHANG	On 24th Sept.	2 p.m.
SHANGHAI, NEWCHANG & DALRY	HUIHONG	On 25th Sept.	4 p.m.
SHANGHAI, NEWCHANG & DALRY	SINKIANG	On 26th Sept.	6 p.m.
SHANGHAI, NEWCHANG & DALRY	HUIHONG	On 26th Sept.	6 p.m.
SHANGHAI, NEWCHANG & DALRY	TEAN	On 27th Sept.	10 a.m.
SHANGHAI, NEWCHANG & DALRY	CHENAN	On 27th Sept.	6 p.m.
SHANGHAI, NEWCHANG & DALRY	SZCHUEN	On 30th Sept.	6 a.m.
SHANGHAI, NEWCHANG & DALRY	KAYING	On 30th Sept.	3 p.m.
SHANGHAI, NEWCHANG & DALRY	ANTUNG	On 1st Oct.	6 a.m.
SHANGHAI, NEWCHANG & DALRY	LUCHOW	On 1st Oct.	2 p.m.
SHANGHAI, NEWCHANG & DALRY	YUNNAN	On 2nd Oct.	6 p.m.
SHANGHAI, NEWCHANG & DALRY	KUBICHOW	On 4th Oct.	4 p.m.
SHANGHAI, NEWCHANG & DALRY	LINAN	On 4th Oct.	6 p.m.
SHANGHAI, NEWCHANG & DALRY	KALGAN	On 7th Oct.	2 p.m.
SHANGHAI, NEWCHANG & DALRY	SUNNING	On 7th Oct.	6 a.m.
SHANGHAI, NEWCHANG & DALRY	ANKING	On 8th Oct.	6 a.m.
SHANGHAI, NEWCHANG & DALRY	KANCHOW	On 8th Oct.	2 p.m.

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
TELEPHONE: CENTRAL 34. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THROUGH NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days to Hong Kong	Days to S.A.
*CHANGTE ...	16th October	16th October
*TAIPING ...	13th November	13th November
*CHANGTE ...	7th December	14th December
*TAIPING ...	4th January, 1929	11th January, 1929

* Will call at Dingo.

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TELEPHONE: CENTRAL 34. Agents.

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

*"CITY OF WELLINGTON"	Via Suez Canal	5th October
*"AGAPENOR"	Via Suez Canal	17th October
*"CITY OF RHODOS"	Via Suez Canal	23rd October
*"PYRRHUS"	Via Suez Canal	16th November
*"CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

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BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October
M.V. "CHINESE PRINCE" ... 8th November

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 8165.

(Incorporated in Great Britain)

* Telegrams: Furness

King's Building.

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSHALLS via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
D'ARTAGNAN ... 28th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 28th Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 20th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHENONCEAUX ... 21st Nov.
ANDRE LEBON ... 24th Dec.	PORTHOS ... 5th Dec.
CHENONCEAUX ... 28th Dec.	ATHOS II ... 19th Dec.
PORTHOS ... 1st Jan. 1929	D'ARTAGNAN ... 2nd Jan. 1929
ATHOS II ... 15th Jan.	SPHINX ... 16th Jan.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

* "YANG-TSE" ... 30th September.

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Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 21st.

Gambada, British str., 3,351 tons, Capt. F. L. Bell, from Osaka via Moji. The latter port she left on September 18th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Tonkin, French str., 607 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C43—M.M.

September 22nd.

Daiboshi Maru, Japanese str., 1,655 tons, Capt. H. Tanikawa, from Kakamatsu, which port she left on September 18th, with a cargo of coal, lying at buoy No. C33—M.B.K.

Daishu Maru, Japanese str., 1,682 tons, Capt. T. Torii, from Miike, which port she left on September 18th, with a general cargo, lying at buoy No. A25—M.B.K.

Derfflinger, German str., 5,037 tons, Capt. H. Hashagen, from Hamburg and Manila. The latter port she left on September 20th, with a general cargo, lying at Kowloon Wharf—Melchers & Co.

Glenamoy, British motor ship, 4,656 tons, Capt. Chas. E. Homan, from Vladivostok and Shanghai. The latter port she left on September 18th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

Hydrangea, British str., 581 tons, Capt. T. H. Ball, from Swatow, lying at Chiou Wharf—Chiou On S.S. Co.

Kinryo Maru, Japanese str., 2,736 tons, Capt. Z. Aoki, from Sakito, which port she left on September 18th, with a cargo of coal, lying at buoy No. B50—Y.K.K.

Olderkerk, Dutch str., 4,567 tons, Capt. F. L. Leijes, from Bremen and Manila. The latter port she left on September 18th, with a general cargo, lying at buoy No. A3—J.O.J.L.

President Van Buren, American str., 6,195 tons, Capt. M. Ridley, from New York via Shanghai. The latter port she left on September 18th, with a general cargo, lying at Kowloon Wharf—Dollar S.S. Line.

R. C. Rickmers, German str., 3,197 tons, Capt. H. Ahlers, from Antwerp and Manila. The latter port she left on September 18th, with a general cargo, lying at Kowloon Wharf—Sander, Wieler & Co.

Sinkiang, British str., 1,618 tons, Capt. J. Tinson, from Taingao and Swatow, with a general cargo, lying at buoy No. B12—B. & S.

Tjikini, Dutch str., 2,887 tons, Capt. J. van Rees, from Batavia and Balikpapan. The latter port she left on September 17th, with a general cargo, lying at buoy No. B10—J.C.J.L.

Trier, German str., 5,401 tons, Capt. J. Jacobsen, from Dairen and Foochow. The latter port she left on September 20th, with a general cargo, lying at buoy No. A5—Melchers & Co.

Venezia-L, Italian str., 4,877 tons, Capt. John Zahel, from Shanghai, which port she left on Sept. 19th, with a general cargo, lying at buoy No. A4—Dodwell & Co.

(Continued on next column).

CLEARANCES.

September 22nd.

Aukai Maru, for Amoy.
Bintang, for Singapore.
Chinhua, for Amoy.

Daviken, for Singapore.
Fooking, for Swatow.
Glenamoy, for Singapore.

Hirundo, for Swatow.
Hogan Maru, for Swatow.
Huichow, for Canton.

Kiangsu, for Swatow.
Kwangtung, for Amoy.
Lee Cheung, for Shanmei.

Olderkerk, for Shanghai.
President Van Buren, for Manila.
Shanghai, for Kowloon.

Sinkiang, for Canton.
Tak Hing, for Amoy.
Tenerife, for Shanghai.

Tonger, for Chinwangtao.
Tonkin, for Haiphong.
Trier, for Manila.

Venezia-L, for Singapore.
Wong Shek Lung, for Hongay.
Yendai Maru, for Whampoa.

September 23rd.

Derfflinger, for Takao.
Lee Cheung, for Shanmei.
Tak Hing, for Amoy.

Tone Maru, for Shanghai.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.13 a.m.	6.18 p.m.
To-morrow	6.13 "	6.17 "
Wednesday	6.13 "	6.16 "

Tone Maru, Japanese str., 5,056 tons, Capt. T. Umakoshi, from Genoa and Shanghai. The latter port she left on September 18th, with a general cargo, lying at buoy No. A27—N.Y.K.

September 23rd.

Chinhua, British str., 1,353 tons, Capt. James Pringle, from Haiphong and Hoibow, with cattle and general cargo, lying at buoy No. B9—B. & S.

Hai Ning, British str., 832 tons, Capt. E. Walker, from Swatow, with 265 tons of general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.

Hupph, British str., 1,905 tons, Capt. J. Moley, from Shanghai and Swatow, with a general cargo, lying at buoy No. C14—B. & S.

Liangchow, British str., 1,220 tons, Capt. W. J. Larter, from Canton, with a general cargo, lying at buoy No. B36—B. & S.

Limchow, French str., 1,416 tons, Capt. P. B. Morganti, from Hoibow, with a general cargo, lying at buoy No. B33—Sing Kee.

Newchwang, British str., 1,490 tons, Capt. F. W. Potter, from Canton, lying at buoy No. B34—B. & S.

Tai Fook Sing, Chinese str., 1,146 tons, Capt. H. Madsen, from Chinwangtao, which port she left on September 18th, with a cargo of coal, lying at buoy No. C41—Hock Guan Hong.

Tenerife, Norwegian str., 4,498 tons, Capt. N. Henriksen, from Oslo and Singapore. The latter port she left on September 16th, with a general cargo, lying at buoy No. A29—Thorsen & Co.

PASSENGERS.

The following passengers arrived here per a.s. Trier on September 22nd:—

Capt. A. G. Whyte, Mr. P. A. Barbad, Mr. A. C. Davis, Mr. F. G. Schlager, Mr. S. S. Kee, Mr. K. H. Fong, Mr. Y. G. Tong, Mr. and Mrs. G. Porteus, Miss McDowell, Mrs. Hanna and children, Mr. K. C. Chu.

The following passengers arrived here on September 22nd by the N.D.L. s.s. Derfflinger from Hamburg and ports:—Miss D. Pepperell, Mr. W. W. Cadbury and family, Dr. Man Wong and wife, Mr. Maurice Leplat, Mr. B. Rasmussen, Mr. R. Nissen, Dr. E. Ritter, Mr. and Mrs. Philip Hankey, Mrs. G. Gallimore and children, Mrs. A. Remedios and infant, Mr. Ang An Pang, Mrs. J. Bach and children, Mr. C. Pacheco, Mr. J. De Ramos, Mr. A. Faganahan, Mr. J. Sagrillo, Mr. F. Custodio.

The following passengers left here by the s.s. Sura Maru for Europe via Singapore on September 22nd:—Mr. and Mrs. F. V. Chamberlain, Mr. I. Sakuraba, Mr. M. Watanaabe, Mr. H. A. White, Mrs. S. Yemura, Col. B. Woodhouse, Mr. Q. Okada, Mrs. K. Ninagawa, Miss Ada Patter, Mr. and Mrs. K. Kitamura, Mrs. C. H. Baato, Mr. T. Midusawa, Mr. and Mrs. R. Okada, Mr. T. Murota, Mr. R. R. Gibson, Capt. E. D. de Muinck, Mr. C. F. Planstich, Mr. N. Inomata, Mr. and Mrs. Y. Isata, Mrs. H. A. White, Mr. J. C. O'Dea, Mr. J. Korematsu, Mr. and Mrs. S. Takeshima, Mrs. M. Fukai, Miss S. Fukaya, Mrs. C. Igarashi, Mr. Fan Qun Sang, Mr. Gun Yuen Tim, Mr. Chui Koi Cha, Mr. and Mrs. J. N. S. Richmond, Mr. S. Uyeda, Mr. M. Kamakura, Mr. T. Oka, Mr. R. B. Monies, Mr. H. Akaki, Mr. H. A. Preobrajensky, Mrs. J. M. Preobrajensky, Mr. Ong Cheng Swi, Mr. George Rossi, Mrs. C. Sedame.

The following passengers arrived here on Sept. 22nd by the Pres. van Buren on a round the world trip:—Mr. R. Abraham, Miss M. M. Clark, Mr. and Mrs. W. Crull, Miss G. Crull, Master T. Crull, Mr. F. Dorian, Mr. T. M. Hallerig, Capt. F. G. Le Gros, Mr. Geo. Robinson, Mr. and Mrs. E. W. Schramm, Master E. W. Schramm, Miss R. Schramm, Mr. C. E. Styer, Mr. R. V. Stokeler, Mr. F. O. Tracy, Miss Z. Allams, Mr. T. K. Lin, Mr. C. C. Nan, Mr. J. C. Pac, Mrs. M. C. Chong, Mr. and Mrs. C. Y. Tong, Master C. Tong, Mr. and Mrs. P. S. Wong, Miss S. Wong, Mr. F. H. Yan, For Manila: Mr. K. Andoh, Miss R. E. J. Atkins, Rev. J. Arregui, Rev. I. Arroyo, Rev. L. Benito, Mrs. A. F. Deebel, Rev. E. Gomez, Rev. J. Hernandez, Mrs. K. C. Hurd, Rev. C. Iglesias, Mr. and Mrs. F. H. Jewell, Mrs. E. W. Keifer, Miss B. W. Keifer, Rev. A. Lopez, Mrs. J. H. Macpherson, Mr. S. Nakamura, Rev. F. Perdigon, Rev. J. Quijano, Rev. D. Sanchez, Mr. L. V. Scott, Mrs. V. D. Sezenevsky, Mr. R. Q. Smith, Capt. and Mrs. F. T. Watrous, Master F. T. Watrous, Mrs. S. Y. Yin.

The following passengers left here per a.s. Derfflinger on September 23rd:—Consul K. Neckelmann, Mrs. Consul Dr. E. Wagner, Mr. Conrad Bittzer, Consul E. Rouillon, Prof. Dr. Friedrich Jager, Mr. Chi T. Chang.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"CHAKSANG" "YATSHING" "KWONGSANG" "HUPFANG"	Wed., 26th Sept., at Noon Sun., 30th Sept., at Noon Wed., 3rd Oct., at Noon Sun., 7th Oct., at Noon
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Wed., 26th Sept., at Noon
CANTON	"YATSHING"	Tues., 25th Sept., at 1 a.m.
STRAITS & CALCUTTA	"HOSANG"	Fri., 12th Oct., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Satur., 29th Sept., at 5 p.m.
SANDAKAN	"HINSANG"	Thurs., 27th Sept., at 3 p.m.

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Motor Vessel "GLENAPP"	(via Oran)	31st Oct.
Motor Vessel "GLENSHIEL"	(via Oran)	16th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK

Motor Vessel "GLENBARA"	27th Sept.
Motor Vessel "GLENSHIEL"	29th Sept.
Steamship "CARNARVONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	28th Oct.
Steamship "FEMBRUKESHIRE"	15th Nov.

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Pass. S.S. "DERFFLINGER"	departure 24th Oct.
Freight S.S. "Donaus"	departure 31st Oct.
Pass. S.S. "SAARBRUCKEN"	departure 17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
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Freight M.S. "Trave"	due here 14th Oct.
Pass. S.S. "SAARBRUCKEN"	due here 21st Oct.
Freight S.S. "Fels"	due here 7th Nov.
Pass. S.S. "COBLENZ"	due here 18th Nov.

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HAICHING	Friday,	the 28th Sept., at 8 p.m.
HAIVARD	Tuesday,	the 2nd Oct., at 12 Noon

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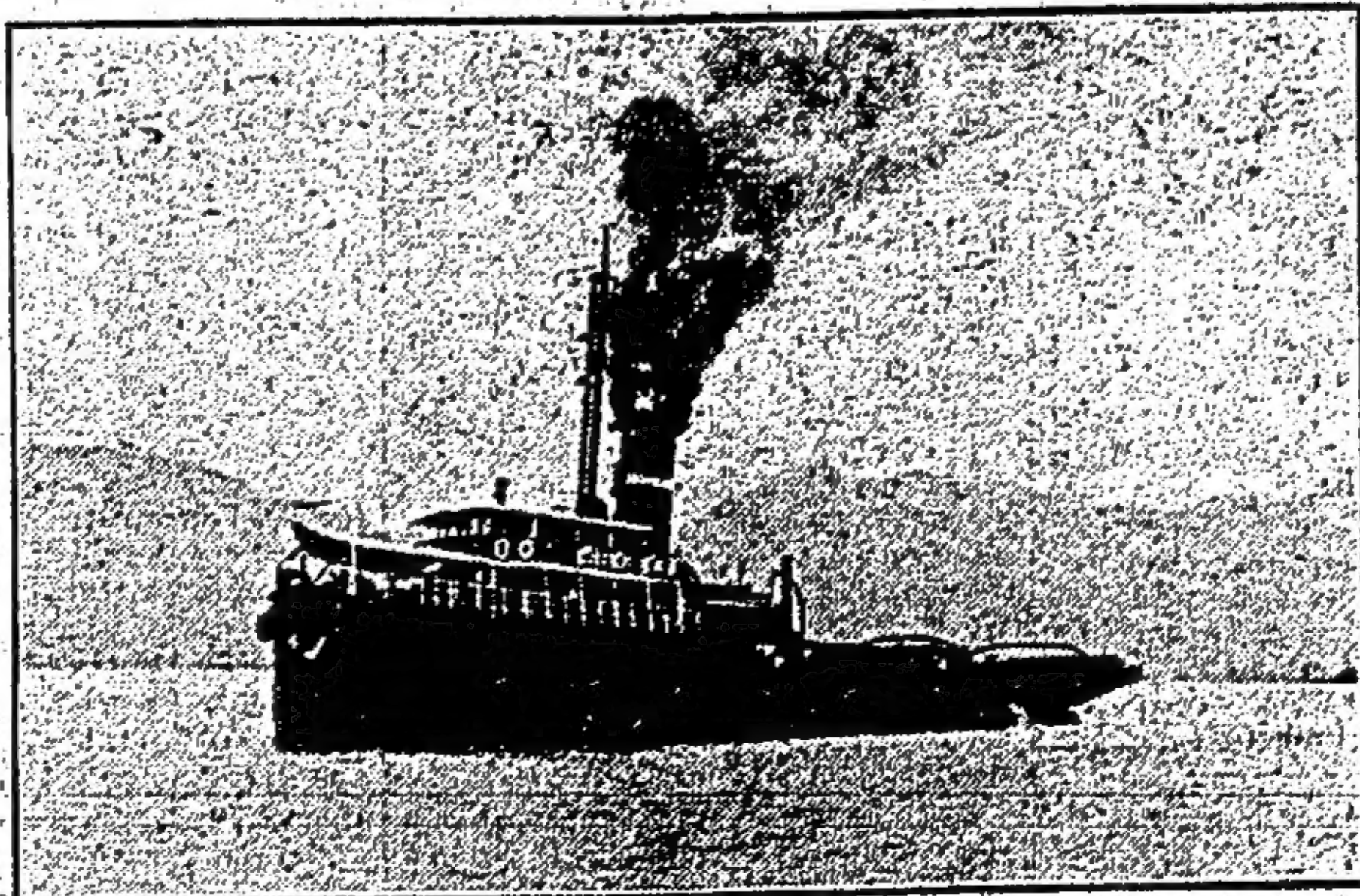
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17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 31
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS & THE NEW YEAR HOLIDAYS

"EMPERESS OF FRANCE"

Leaves Hong Kong November 23rd, due to arrive Vancouver December 15th, in ample time to enable passengers destined to Canadian or United States ports to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montreal" from St. John, December 21st, reaching Liverpool December 28th.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Sept. 25	Sept. 27	EMPERESS OF CANADA	Sept. 28
Oct. 16	Oct. 18	EMPERESS OF RUSSIA	Oct. 19

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Call Los Angeles) Tuesday, 28th Oct.

TAIYO MARU (Call Nagasaki) Tuesday, 18th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

FUSHIMA MARU ... Saturday, 6th Oct.

HAKOZAKI MARU ... Saturday, 30th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th Oct.

MISHIMA MARU (Call Zamboanga) Wednesday, 21st Nov.

ROMBAY via Singapore, Penang & Colombo.

NAGATO MARU ... Thursday, 27th Sept.

AWA MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK AND BOSTON via PANAMA.

MAYBASHI MARU ... Wednesday, 26th Sept.

TORA MARU ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIKA MARU (Call Glasgow) Sunday, 21st Oct.

QALOUTTA via Singapore, Penang & Bangkok.

KANGOO MARU ... Sunday, 3rd Sept.

GENOA MARU ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Sunday, 30th Sept.

MALACCA MARU (Call Keelung omit 8th) Sun, 30th Sept.

TOYOAKA MARU ... Monday, 1st Oct.

+ Cargo only.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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Shipping News Week-End Statement, Waterfront News, Vessels Expected, etc.

WEEK-END FREIGHT RETURNS.

IMPORTS ABOVE THE AVERAGE.

30,000 TONS OF CARGO PASS THROUGH.

The general cargoes discharged for this port during the week were good, while through freights were extremely high. Over 80,000 tons of general merchandise was carried through, including some 17,000 tons by British ships. Three carriers had over 9,000 tons each, while another had 6,000 tons. Forty-one arrivals and departures were shown for the week-end of which fifteen arrivals and fifteen departures were British vessels.

Saturday's Figures.

Twenty-three arrivals, and eighteen departures were shown for the period ending at 9 a.m. on Saturday morning, and both the local imports and through freights were very good; especially the latter which showed a total of over 45,000 tons. There were ten British arrivals and five departures, but the larger portion of the cargoes were from foreign vessels.

Eighteen vessels had a total of 14,251 tons of merchandise for this port of which seven British ships contributed, 3,785 tons. The two best returns were shown by the s.s. "Tjiki" (Dutch), from Batavia and Balikpapan with 2,920 tons while the s.s. "Yung Fu" (Chinese) discharged 2,200 tons of general cargo from Swatow and Keelung.

Through freights carried by sixteen vessels amounted to 45,710 tons of which 15,344 tons were contributed by eight British carriers. The s.s. "Asia" (Danish) from Copenhagen and Pabang was shown as best carrier with a heavy total of 10,689 tons of general cargo. The s.s. "Glenamoy" (British) from Vladivostok and Shanghai carried 6,398 tons.

Yesterday's Returns.

With eighteen arrivals and twenty-three departures for the period ending at 9 a.m. yesterday the local imports and through freights showed a decrease on the previous day's totals. However, through freights remained at the very high figure of 34,000 tons.

There were five British arrivals and six departures, but the British contributions to the cargo totals were poor. Fifteen vessels discharged a total of 9,031 tons of freight for this port to which three British ships contributed 770 tons.

Two Japanese vessels were shown as best carriers. The s.s. "Dairen Maru" from Miki discharged 3,600 tons of coal, while the s.s. "Daikoku Maru" from Wakamatsu had a cargo of 2,755 tons of coal for this port. Eight vessels carried a total of 34,687 tons for through ports. Three British ships had 1,730 tons, and the best carrier was again a Japanese ship—the s.s. "Yone Maru"—from Genoa and Singapore with 9,360 tons. The s.s. "Olderik" (Dutch) from Bremen and Manila carried 9,559 tons of general cargo.

(Continued on next column).

VESSELS EXPECTED

American Mail Line.

President Grant, to-day.

Australian-Oriental Line.

Changte, October 10th.

Taiping, Nov. 8th.

Bank Line.

City of Glasgow, September 29th.

City of Kios, October 2nd.

City of Wellington, October 5th.

City of Eschbourne, October 10th.

City of Perth, Oct. 30th.

City of Mandalay, Nov. 24th.

City of Lahore, Dec. 8th.

City of Chester, Dec. 23th.

Ben Line.

Benavon, to-morrow.

Blue Funnel Line.

Protestant, September 28th.

Meriones, September 27th.

Sarpedon, October 3rd.

Atjanzar, October 10th.

Onjia, October 13th.

Calcha, October 16th.

Tathysius, October 16th.

Agapenor, October 17th.

Antenor, October 18th.

Eurylochus, October 20th.

Perseus, October 24th.

Cyclops, November 6th.

Deucalion, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Helenus, Nov. 17th.

Titan, Nov. 20th.

Tyndareus, Nov. 25th.

Asphalion, Nov. 27th.

Glauca, Nov. 30th.

Telemachus, Dec. 8th.

Philoctetes, Dec. 9th.

Dardanus, December 12th.

Aeneas, Dec. 17th.

British India and Apear Line.

Takeda, Sept. 29th.

Takeda, Oct. 1st.

Takeda, Oct. 10th.

Takeda, Oct. 11th.

Takeda, Oct. 30th.

Canadian Pacific Line.

Empress of Canada, to-day.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 29th.

Doddwell & Co.

Toledo, to-day.

Toronto, October 10th.

Dollar S.S. Line.

President Lincoln, to-day.

East Asiatic Co., Copenhagen.

Africa, Sept. 28th.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Siam, Dec. 2nd.

Glen Line.

Glenara, September 27th.

Glenahil, September 28th.

Glenavonshire, October 14th.

Glenbeg, October 28th.

Glenapp, Oct. 31st.

Pembrokehire, Nov. 12th.

The arrivals and departures during the week-end under review were as follows:—

	Arr.	Dep.
British	15	15
American	3	3
Italian	1	2
Dutch	3	3
German	3	2
Danish	1	1
Japanese	6	5
Chinese	7	7
Norwegian	1	2
French	1	1
Total	41	41

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF KHARTOUM"	Have, London, Rotterdam, Hamburg & Glasgow...	24th September
"CITY OF DELHI" ...	Have, London, Rotterdam & Hamburg ...	24th October
"CITY OF GLASGOW" ...	Have, London, Rotterdam & Hamburg ...	17th November
"CITY OF MOBILE" ...	London, Rotterdam & Hamburg ...	9th December

BOSTON, NEW YORK & BALTIMORE

"CITY OF WELLINGTON"	via Suez Canal	5th October
"CITY OF KHIOS"	via Suez Canal	28th October
"CITY OF PERTH"	via Suez Canal	30th November

ALSO AGENTS FOR

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SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS

"BIRCHBANK"	via Suez Canal	15th October
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MAURITIUS & SOUTH AFRICA

"TINHOW"	15th November
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Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bill of Lading issued to Bona, Guimaraes, Rio, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Noddy, Luderitz Bay, Walvis Bay and Madagascar.

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Telephone: Central 4791.

THE BANK LINE, LTD.

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Asiatic Deck Passengers.

Fourteen vessels brought a total of 1,408 Asiatic deck passengers to the Colony during the week-end.

Eastern and Australian Lines.

St. Albans, September 26th.
Anapa, Oct. 10th.
Tanda, Nov. 3th.

Hamburg-Amerika Line and Hugo Stinnes Line.

Ermland, September 30th.
Burgund, October 11th.
Carl Legien, October 11th.

Ruhr, October 23th.
Saachen, Nov. 11th.
Duisburg, Nov. 23rd.
Oldenburg, Dec. 9th.

Java-China-Japan Line.

Tjitaroen, to-day.
Tjitarang, September 26th.
Tjikembang, September 30th.
Tjikanoek, October 5th.

Tjileboet, Oct. 8th.
Tjilaoea, Oct. 10th.
Tjilalak, Oct. 19th.
Tjikini, Oct. 22nd.

Messageries Maritimes.

Athos II, to-morrow.
Spinax, to-morrow.
D'Artaignan, October 9th.

General Metzinger, October 9th.
Paul Lecat, October 23rd.
André Lebou, November 7th.
Chenonceaux, November 21st.

Portos, Dec. 5th.
Nippon Yusen Kaisha.

Bokyo Maru, to-day.
Silberstein, to-morrow.
Nagato Maru, Sept. 29th.

Malacca Maru, Sept. 29th.
Rangoon Maru, Sept. 29th.
Tamba Maru, Sept. 30th.

Tokushima Maru, Oct. 5th.
Tokushima Maru, Oct. 7th.
Kagawa Maru, Oct. 8th.

Taiyo Maru, Oct. 10th.
Awa Maru, Oct. 10th.
Penang Maru, Oct. 11th.

Tsuruga Maru, Oct. 11th.
Harima Maru, Oct. 14th.
Norddeutscher Lloyd, Bremen.

Schlesien, Oct. 10th.
Trave, Oct. 14th.
Saarbrücken, Oct. 21st.

Plaß, Nov. 7th.
Coblenz, Nov. 18th.
Peninsular and Oriental.

Elmira, Sept. 27th.
Kashgar, Sept. 28th.
Lahore, Sept. 28th.

Macedonia, Oct. 15th.
Japan, Oct. 15th.
Kiddier, Oct. 14th.

Karmala, Oct. 19th.
Khyber, Oct. 26th.
Mirapore, Nov. 1st.

Kashmir, Nov. 2nd.
Naldera, Nov. 23rd.
Manua, Dec. 7th.

Kalyan, Dec. 21st.
Princes Line.

Japanese Prince, October 14th.
Chinese Prince, Nov. 8th.

Royal Packet Nav. Co. (K.P.M.)
Van Heutz, Sept. 28th.

Swedish East Asiatic Co., Ltd.
Japan, Sept. 30th.

Benares, Oct. 8th.
Sumatra, Oct. 20th.

With Wilhelmssen, Oslo.
Norwegian Africa and Australia Line.

Tungtha, Oct. 12th.
Rent, Nov. 25th.
Taiwan, Dec. 8th.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN, GULF

WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,

AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,

GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTWORTHLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship Tons From Hong Kong (about) Destination

"KASHGAR" 9,005 29th Sept. Mars, L'don, Antwerp & Hull.
"MOREA" 10,933 13th Oct. Marseilles and London.
"KHIVA" 9,135 27th Oct. Marseilles, London and Hull.

"KIDDERPORE" 6,715 1st Nov. Swat & Bombay.
"MACEDONIA" 6,334 10th Nov. Straits, Bombay and Karachi.
"KHYBER" 9,114 24th Nov. Bombay, Marseilles and London.

"TALAMBA" 9,125 1st Dec. Marseilles, London and Hull.
"MALWA" 10,946 8th Dec. [Mars.] Marseilles and London.
"KASHMIR" 8,936 18th Dec. Bombay, Marseilles and London.

"NALDERA" 10,946 22nd Dec. Bombay, Marseilles and London.
"MANTUA" 9,144 19th Jan. 1929. do.
"KALYAN" 10,953 2nd Feb.

POST OFFICE NOTICE

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superimposed.

The public is particularly warned against the practice of sending coin through the post in letters. The practice involves the risk of loss in direct contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that ordinance.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and at Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per	Due
Europe via Nippon Yusen, Papers only	Kaitung	24th Sept.
London, 23rd August		
Canada, U.S.A., Japan, Shanghai & Europe via Nippon Yusen	Emp. of Canada	24th Sept.
U.S.A., Honolulu, Japan & Shanghai	Pres. Lincoln	24th Sept.
Manila	Pres. Grant	24th Sept.
Shanghai & Amoy	Ships	24th Sept.
Singapore	Ships	24th Sept.
Japan & Shanghai	Ships	24th Sept.
Amoy & Swatow	Ships	24th Sept.
Japan	Ships	24th Sept.
Japan & Shanghai	Ships	24th Sept.

OUTWARD MAILS.

For	Per	At & Time
Straits and Celebes	Gambala	Monday, 24th, 9.30 A.M. Letters 10.00 A.M.
Japan, Honolulu, Canada, U.S.A., C. & S. America, & Europe via San Francisco—due San Francisco, 17th October	Pres. Grant	Tuesday, 25th, 8.00 P.M. Letters 8.15 P.M. Letters only 8.30 P.M.
Shanghai	Pres. Grant	Tuesday, 25th, 8.00 P.M.
Shanghai, Japan and Europe via Siberia	Sphinx	Tuesday, 25th, 12.30 P.M. Letters 1.00 P.M.
Singapore, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & Europe via Suez—due Suez, 28th Oct.	Albatross	Tuesday, 25th, 1.00 P.M. Letters 1.15 P.M.
Swatow, Amoy and Foochow	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Wei Hai Wei	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Manila	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Amoy	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Manila	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Swatow	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Amoy & Japan	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Manila & Java via Surabaya	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Shanghai	Hai Ning	Tuesday, 25th, 2.00 P.M. Letters 2.15 P.M.
Fort Bayard, Hainan, Pakhoi & Haiphong	Tan	Thursday, 27th, 8.30 A.M. Letters 10.30 A.M.
Straits	Tan	Thursday, 27th, 8.30 A.M. Letters 10.30 A.M.
Sandakan	Tan	Thursday, 27th, 8.30 A.M. Letters 10.30 A.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 13th October	St. Albans	Friday, 28th, 8.30 A.M. Letters 1.45 P.M.
Swatow, Amoy and Foochow	Hai Ning	Friday, 28th, 2.00 P.M. Letters 2.15 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Suez—due Suez, 27th Oct.	Kaohgar	Saturday, 29th, 8.30 A.M. Letters 10.30 A.M.
Japan	Bokyo Maru	Saturday, 29th, 10.00 A.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Fund \$3,000,000
Sterling \$14,000,000
Silver \$14,000,000
Reserve Liability of Proprietors \$30,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:

A. H. CONNOR, Esq., Chairman.

N. S. BROWN, Esq., Deputy Chairman.

Hon. Mr. D. D. P. W. L. PATERSON, Esq., W. H. BELL, Esq., J. A. PLUMMER, Esq., Hon. Mr. C. G. S. T. G. WEALE, Esq., Mackie, H. P. WHITE, Esq., Chief Manager.

Hon. Mr. A. C. HYNES.

Branches:

Amoy, Hongkong, Peking, Shanghai, Swatow, Canton, Hankow, Harbin, London, Lyons, Manila, Nagasaki, New York, Yokohama.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

Hong Kong, 10th Sept., 1928. [36]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application. For the HONG KONG & SHANGHAI BANKING CORPORATION, A. C. HYNES, Chief Manager.

Hong Kong, 13th Sept., 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. \$3,500,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.

Total Resources in excess of U.S. \$37,000,000.00.

D. M. BIGGAR, Manager.

NEDERLANDSche HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

ESTABLISHED 1814.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital: Guilders 150,000,000. (812,500,000).

Paid-Up Capital: Guilders 80,000,000. (406,250,000).

Reserve Fund: Guilders 40,000,000. (203,125,000).

Head Office: AMSTERDAM.

Branches: Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Cebu, Hongkong, London, Lyons, Manila, Nagasaki, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 30th Aug., 1928. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up—Yen 100,000,000

Reserve Fund—Yen 102,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Alexandria, Honolulu, Rangoon, Batavia, Hongkong, Saigon, Bombay, Karachi, Soerabaya, Bencoolen, Kobe, San Francisco, Aoyama, London, Cebu, Calcutta, Lyons, Seattle, Canton, Los Angeles, Shanghai, Hongkong, Manila, Singapore, Siam, Soerabaya, (Dahly) Nagoya, Shimoda, Fukuoka, Newchwang, Sydney, (Mukden) Osaka, Tientsin, Hankow, New York, Tokyo, Harbin, Peking, Tientsin, Hongkong, Jinan, Vladivostok (temporarily closed).

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th Sept., 1928. [35]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$3,000,000

Reserve Fund \$4,000,000

Reserve Liability of Proprietors \$3,000,000

AGENCIES AND BRANCHES:

ALGER, AMSTERDAM, BOMBAY, CALCUTTA, CANTON, CHINA, HONGKONG, KANSAI, KOBAY, KOREA, LONDON, LYONS, MANILA, NAGASAKI, Peking, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 16th Mar., 1928. [30]

BANQUE FRANCO-CHINOISE "FOUR LE".

(Incorporated in France).

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid up—Fr. 50,000,000

Special Working Capital Fr. 50,000,000

Reserves Fr. 22,319,000

Paris, Lyons, Marseille, Hongkong, Canton, Hankow, Shanghai, Tientsin, Peking, Soerabaya, Yunnan.

Branches: France, Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas, London: Midland Bank, Ltd. New York: American Exchange Irving Trust Co., Banca Commerciale Italiana, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

L. BERNIS, Manager.

Hong Kong, 6th Aug., 1928.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 2.

Authorized Capital \$3,000,000

Subscribed Capital \$1,800,000

Paid-up Capital \$1,050,000

Reserve Fund and Reserves \$2,184,546

BRANCHES:

Bombay, Calcutta, Hongkong, London, Lyons, Manila, Nagasaki, Peking, Rangoon, Shanghai, Soerabaya, Swatow, Tientsin, Yokohama.

Hong Kong Branches: Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.

C. L. O. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 1st Sept., 1928. [28]

THE BANK OF CHINA.

(Special authorized by Presidential Mandate of the Republic of China on the 28th of November, 1912.)

Authorized Capital \$50,000,000.00

Paid-up Capital 15,780,000.00

Reserve Fund 9,364,399.00

HEAD OFFICE: PEKING.

Hong Kong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, Ltd.

New York Bankers: THE EQUI-ABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 24th June, 1927. [57]

Three Castles CIGARETTES

1878

HALF A CENTURY OF SUCCESS

"THREE CASTLES" WERE FIRST MANUFACTURED IN 1878. THE EXCELLENT REPUTATION OF THIS FAMOUS BRAND IS FOUNDED ON QUALITY

(This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EA-310)

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 90, Boulevard Haussmann, Paris.

Subscribed Capital: Fr. 72,000,000.00

Paid-up Capital: Fr. 68,400,000.00

Reserve Fund: Fr. 102,000,000.00

BRANCHES:

Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Hankow, Nankin, Singapore, Tientsin, Peking, Yunnan.

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 30th August, 1928. [32]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

Authorized Capital \$11,000,000

Paid-up Capital 8,664,300

Reserve Fund 850,000

Branches:

Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers: THE LLOYD'S BANK, Ltd.

Correspondents

all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Chief Manager.

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL \$2,584,166

RESERVE FUND \$180,000

HEAD OFFICE: 122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

E. LEWIS, Manager.

Prince's Building, Chater Road, Hong Kong.

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HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

EXCHANGE.

CLOSING QUOTATIONS.

September 22nd, 1928

On London: Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 15/16

Bank Bills, at 30 days' sight 1/11 15/16

Bank Bills, at 4 months' sight 1/11 15/16

Credit, at 4 months' sight 1/11 15/16

Documentary Bills, at 1 month's sight 1/11 15/16

On Paris: Bank Bills, on demand 1/27 1/2

Credit, at 4 months' sight 1/27 1/2

On New York: Bank Bills, on demand 48 1/2

Credit, at 30 days' sight 48 1/2

On Bombay: Telegraphic Transfer 1/32 1/2

Bank Bills, on demand 1/32 1/2

On Calcutta: Telegraphic Transfer 1/32 1/2

Bank Bills, on demand 1/32 1/2

On Shanghai: Bank Bills, at sight 7 1/4

Bank Bills, at 30 days' sight 7 1/4

On Yokohama: On demand 105 1/2

On Manila: On demand 8 1/2

On Singapore: On demand 8 1/2

On Batavia: On demand 120 1/2

On Hongkong: On demand 100 1/2

On Peking: On demand 93 1/2

SOVEREIGN, Bank's Buying rate 89 1/2

Gold Leaf, 100 fine, per ounce 10 5/16

Silver, per ounce 10 5/16

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"SARPEDON" 3rd Oct. Marseilles, London, & Glasgow.
"CALOCHAS" 16th Oct. Marseilles, London, & Glasgow.
"PATROCLUS" 31st Oct. Marseilles, London, & Glasgow.

LIVERPOOL SERVICE.

"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow.
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"PROTESILAUS" 8th Oct. Victoria, Vancouver & Seattle.
"TALYTHIUS" 27th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"AGAPENOR" 17th Oct. New York, Boston & Baltimore.
"PYRRHUS" 16th Nov. New York, Boston & Baltimore.

INWARD SERVICE.

Due For:
"MERIONES" 27th Sept. Shanghai, Kobe & Yokohama.
"ASTYANAX" 10th Oct. Shanghai, Kobe & Yokohama.

PASSENGER SERVICE.

"SARPEDON" 3rd Oct. Singapore, Marseilles & London.
"PATROCLUS" 31st Oct. Singapore, Marseilles & London.
Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—
Butterfield & Swire,
Agents.

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of 'travel currency' which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Traveller' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pittman's Dictionary of Banking by Wm. Thomson.
Issued in \$5, \$10, \$20, \$50, \$100, and \$500, and \$1000 denominations—bound in a small, handy wallet—and cost only 1/2% per cent.

Secure your travelling tickets, hotel reservations and itineraries, or plan your cruise or tour through
THE AMERICAN EXPRESS Co., Inc.
6, DES VIGES ROAD, CENTRAL, HONG KONG.

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